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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY  
MITCHELL BROS. COMPANY  
(INCORPORATED).

VOL. XXV.

CHICAGO, ILLINOIS, AUGUST 15, 1906.

No. 2. { ONE DOLLAR PER ANNUM,  
SINGLE COPY, TEN CENTS.

DOES YOUR ELEVATOR  
NEED

**A CAR PULLER?**

IF SO, SEND FOR OUR  
AUGUST BULLETIN

**"CONVEYING and TRANSMISSION"**

We make a Specialty of

Complete Grain Elevator Outfits

**Stephens-Adamson Mfg. Co.**

Chicago Office;  
First National Bank Bldg.

Main Office and Works:  
AURORA, ILL.

**BEST RESULTS**

Can be attained only by using the best means. Our line of Elevator Buckets, Conveyor, Chains, Sprockets, Spouts and General Iron Work has brought "best results" in so many instances as to stamp them the most reliable and efficient to be had.

**The Northway Feed Mill**

Still holds its place as the one that does the most and the best work at the minimum of expense. Built to do things and to last. Our prices save you money.

**THE STRONG-SCOTT MFG. COMPANY**

Formerly Strong & Northway Mfg. Company

N. W. Agents for The Invincible Grain Cleaner Co., Richardson Automatic Scales, Alsop Process Co., Dufour Bolting Cloth and Knickerbocker Dust Collectors.

MINNEAPOLIS, MINN.



YOU NEED A

Muir Improved  
**Friction Clutch  
Pulley**

Great power in small space; long life; ease of adjustment. We carry them in stock and guarantee every one. The only friction clutch for clipper and cleaner drives, because they can be adjusted while the shaft is running.

**Skillin & Richards Mfg. Co., Chicago**

We are originators and manufacturers of

**Cold Rolled Spiral Steel Conveyor**

Made interchangeable with other kinds, but wears much better. Cold rolled—which means that the steel has not been softened in the furnace and dropped into shape. Costs no more than other kinds.



We make all kinds of **MACHINERY FOR GRAIN ELEVATORS**. We send Pinch Bars on trial. Our Sprocket Wheels and Chain are the best. We also make Pulleys, Shafting, Hangers, Car-loading Spouts, etc. Write for Catalogue.

**SALEM BUCKETS  
ARE GOOD ONES**

We manufacture in large quantities, carry all sizes in stock and make prices that are hard to beat. Send us your next order.



**ALFALFA**

The Williams Pat. Alfalfa Hay

**CUTTER and GRINDER**

WE BUILD COMPLETE PLANTS—BUILT 12 PLANTS IN 1905

Write For Bulletin No. 6

**THE WILLIAMS PAT. CRUSHER & PULVERIZER CO.**

Old Colony Bldg.  
Chicago

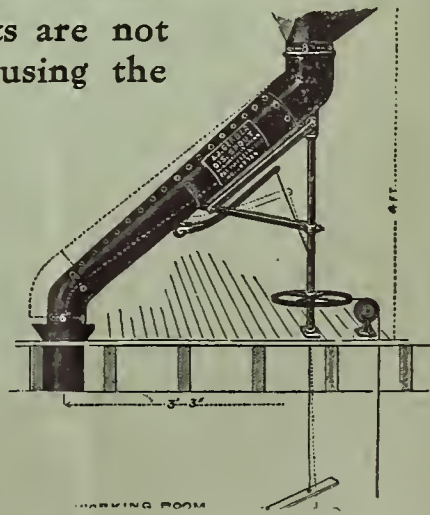
2705 N. Broadway  
St. Louis

If your distributing spouts are not satisfactory, you are not using the

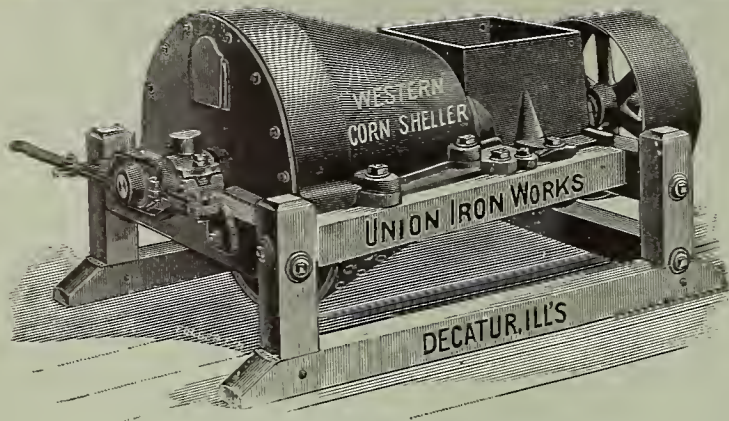
**Gerber  
Improved  
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Spout**

MADE AND SOLD BY

**J. J. GERBER**  
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Western Warehouse Sheller

WRITE FOR CATALOG WITH CUTS AND FULL DESCRIPTIONS TO

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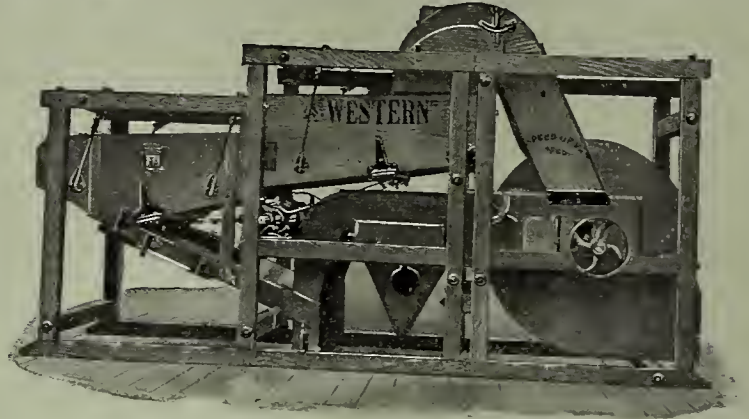
Complete stock carried in Kansas City, Mo., 1221-1223 Union Ave.

Are You Building a New Elevator?  
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IF SO, EQUIP IT WITH

## "Western" Machinery

Plans furnished  
upon application



"Western" Shaker Cleaner

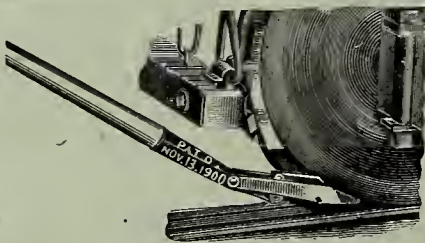
### The Atlas Car-Mover

Manufactured exclusively by

The Appleton Car-Mover Co.  
APPLETON, WIS., U. S. A.

Is decidedly the best and most powerful Car-Mover on the market, and supersedes all others wherever introduced.

Try an "ATLAS." It Will Pay for Itself in a Few Hours' Use



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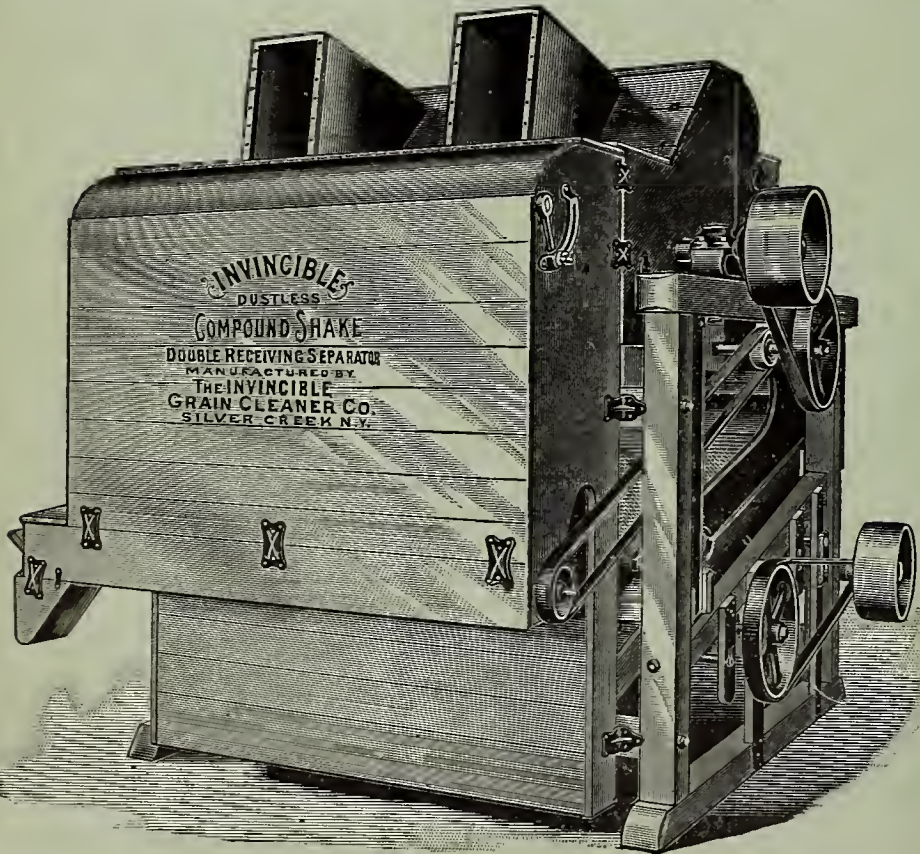
Show the value of any number of bushels or pounds of **WHEAT, RYE, OATS, CORN OR BARLEY** at any given price from 10 cents to \$2.00 per bushel. One of the most useful books ever offered to millers. Indorsed by prominent millers and grain dealers. Bound in cloth, 200 pages. Mailed on receipt of price

**\$1.25**

MITCHELL BROS. CO., 315 Dearborn St., Chicago, Ill.

## GET THE BEST

The INVINCIBLE Compound shake HIGH-GRADE Separators.  
No shake, no tremble, run perfectly steady. Can be placed anywhere in the elevator.  
The INVINCIBLE Compound shake high-grade Double Receiving Separator.

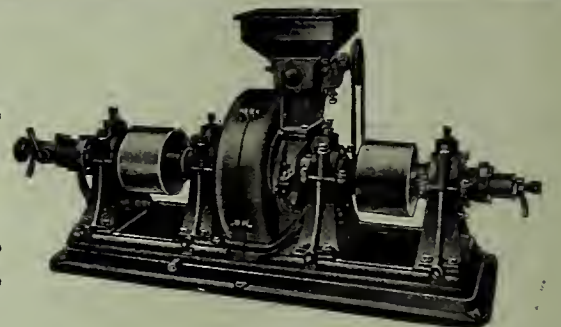


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SILVER CREEK, N. Y., U. S. A.

REPRESENTED BY  
Geo. J. Noth, 501-502 Traders' Bldg., Phone, Harrison 667, Chicago, Ill.  
Edward A. Ordway, 612 Exchange Bldg., Kansas City, Mo.  
Chas. H. Scott, 307 So. 3d Street, Minneapolis, Minn.  
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For All  
Grinding



### Monarch Attrition Mills

are the best for all kinds of grinding—small grain, corn and cobs, oat hulls, etc.—because they grind fast and fine and have great capacity. Our mills are giving satisfaction in

### Hundreds of Elevators

and if you contemplate installing a feed grinder it will pay you to become familiar with the **Monarch**. We will send you a mill on trial and will pay carrying charges both ways if it does not make good.

Our Free Catalogue

gives full particulars and explains why **Monarch** mills have phosphor-bronze interchangeable bearings; cable-chain oilers; double movable base; safety spring; quick release; relief spring; special adjustable endless belt drives; hammered steel shafting; ball bearings, and other improvements not found in competing mills. We will send samples for comparison if you say so.

### SPROUT, WALDRON & CO.

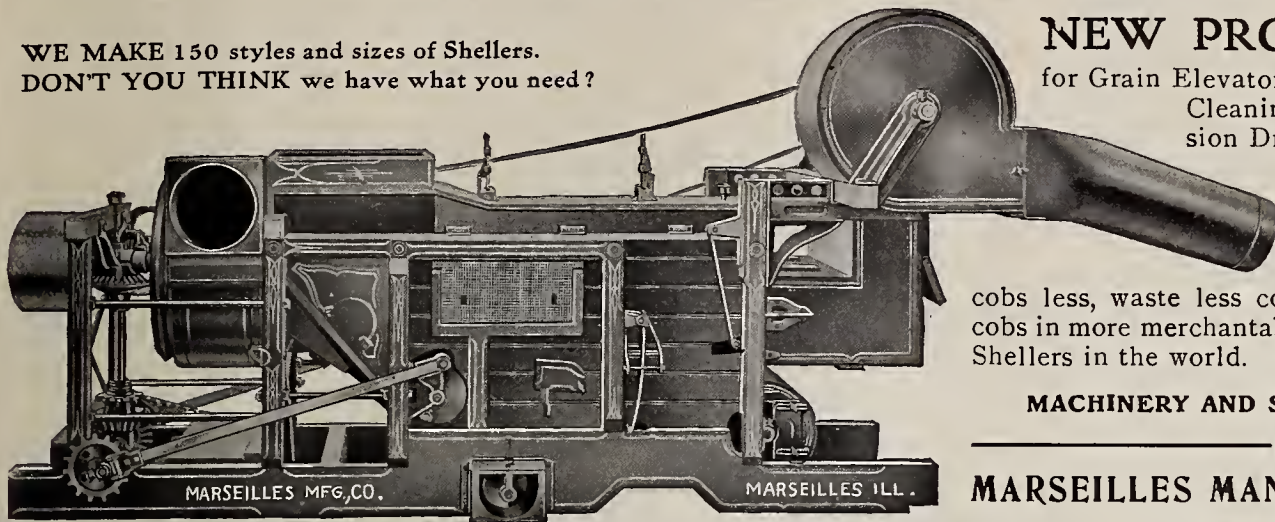
Northwestern Branch:  
22-23 and 30 Corn Exchange, MINNEAPOLIS, MINN.  
St. Louis Show Rooms, 1618 Chestnut St.

Box 320, Muncy, Pa.



**TO THE GRAIN DEALER WHO THINKS FOR HIMSELF!**

WE MAKE 150 styles and sizes of Shellers.  
DON'T YOU THINK we have what you need?

**NEW PROCESS CORN SHELLERS**

for Grain Elevators and Mills are made either with or without Cleaning Apparatus; with or without Feeder, Extension Drag-feeder, Shelled Corn Elevator, Cob-Carrier or Shuck Separator.

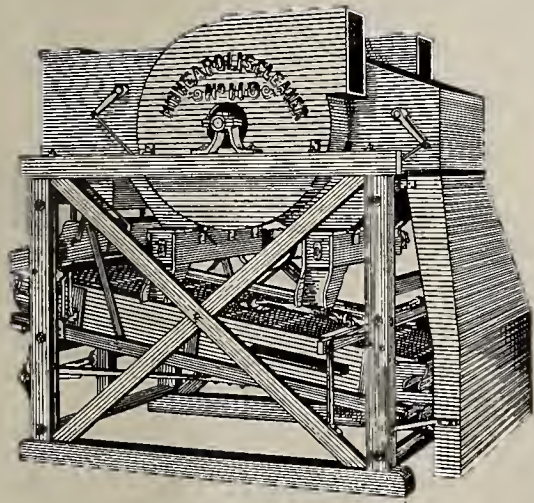
**THEY REQUIRE LESS SPACE AND POWER**

according to capacity, crack less corn, break cobs less, waste less corn, clean the corn more perfectly, clean the cobs in more merchantable condition for fuel, than any other Cylinder Shellers in the world. What do you think? Is it not money to you?

**MACHINERY AND SUPPLIES** of Every Kind For the Grain Man

— SEND FOR CATALOGUE —

**MARSEILLES MANUFACTURING CO., Marseilles, Ill.**

**COMBINATION CLEANER**

**GRAIN OR FLAX**

**2 MACHINES IN 1**

By a unique device in the eccentrics we are enabled to produce two distinct throws and motions; thus we have in this machine a perfect grain cleaner as well as a flax cleaner, and the change can be made in five minutes' time, making it the most practical machine made. Has a large capacity in both grain and flax, yet simple and durable.

**J. L. OWENS COMPANY**

**615 SUPERIOR ST., MINNEAPOLIS, MINN.**

**AIR DRIED GRAIN**

(NOT KILL DRIED)

The Ellis Drier insures even and perfect drying at low temperatures. The only machine where the air passes through the grain uniformly and reaches every kernel. Built in all sizes from five bushels' capacity and up.

**"Ellis Grain Drier"**

**Macdonald Engineering Co.**

Sole Manufacturer

549-553 Monadnock Bldg.

Chicago

**Fairbanks Automatic Scales**

For Continuous, Uniform and Accurate Weighing of Grain.

**FAIRBANKS** Standard Track and Hopper Scales, used the world over.

**FAIRBANKS-MORSE**

Gas, Gasoline or Oil Engines are cheaper than Steam, Burning Cobs as fuel. Require no attention after starting, thus dispensing with engineer

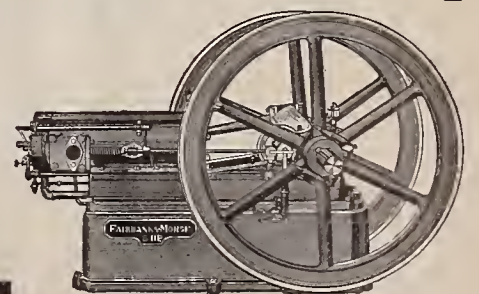
**Steady, Reliable Power.**

Let Us Bid on Your Mill and Elevator Equipment.

Send for Catalog N 544 G. R.

**FAIRBANKS, MORSE & CO.**

Monroe Street Chicago, Ill.







## Is the AMERICAN GRAIN METER Accurate?

### AFFIDAVIT

State of Ohio, } ss.  
Champaign Co., }

AMERICAN GRAIN METER  
vs.  
R. R. TRACK SCALES

We, the undersigned, hereby certify that on June 15th and 16th, 1906, we weighed the corn loaded into Erie cars No. 71904 and No. 107097 at the elevator of J. L. Bowlus, at Bowlusville, Ohio.

The empty cars were first weighed on R. R. Track Scales, which had recently been tested. They were then loaded, the corn passing through an American Grain Meter, which automatically weighed and registered it. The loaded cars were then weighed.

The results were as follows:—

	Car No. 71904	Car No. 107097
Net weight, Track Scales—	50,400 lbs.	50,568 lbs.
Weight, American Grain Meter—	50,380 lbs.	50,630 lbs.
Variation - - - - -	20 lbs.	62 lbs.

It rained on Car No. 107097 while it was being loaded and also on the track scales, which would reduce the variation of 62 lbs.

*T. G. Powers*  
weighmaster for A. B. Payne & Wm. O.  
*J. L. Bowlus*

Signed and sworn to before me this 16<sup>th</sup> day of June, 1906.  
*M. M. Rock* Justice of the Peace  
In and for Champaign Co.

**AMERICAN GRAIN METER** { ACCURATE  
RELIABLE  
PRACTICAL

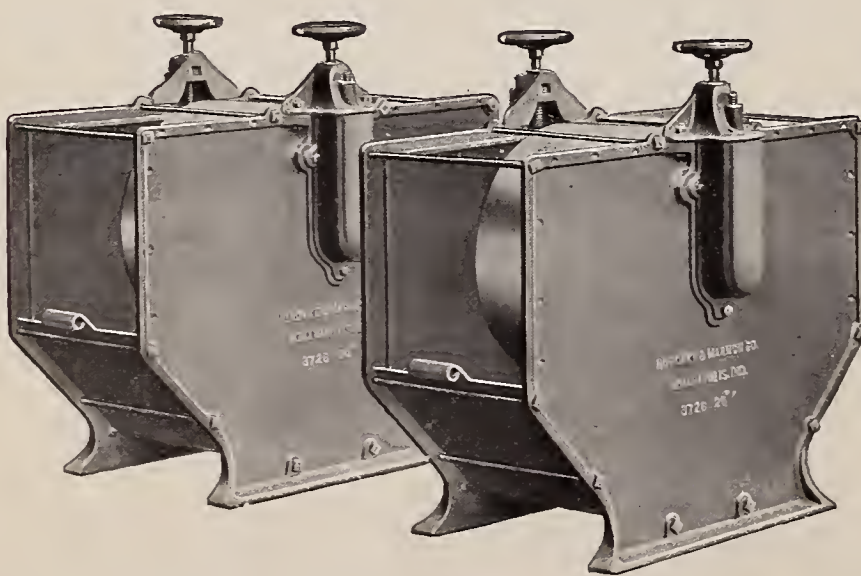
—Automatic Grain Weigher for the Country Elevators—

For further information address

**AMERICAN GRAIN METER CO.,** Springfield, Ohio

Great Western Mfg. Co., Kansas City	J. R. Detweiler, . . . Chicago
Allen P. Ely & Co., . . . Omaha	Robert Craig, . . . Minneapolis
Brown & Varney, . . . Cincinnati	Wm. Robinson, . . . Des Moines
Maheu & Coyle, . . . St. Louis	The Howe Scale Co. of Ill., Cleveland, O.

# ELEVATOR SUPPLIES



You want first class Heads and Boots for your Elevator. We make them in iron and wood, and of all sizes.

You need Cups. We have a large department where Elevator Buckets are made in thousands.

We always carry a large stock of standard sizes and can fill orders promptly.

Our Buckets are well made of the very best materials and we supply many jobbers. You might as well buy direct from the factory of

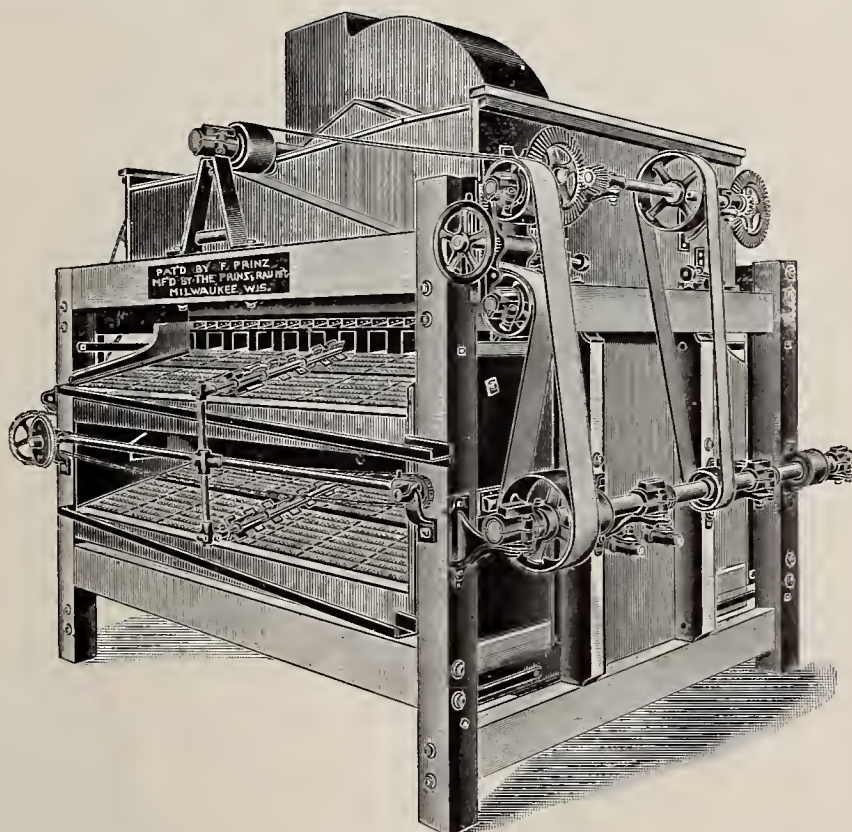
**NORDDYKE & MARMON CO.**

America's Leading Mill Builders

INDIANAPOLIS, INDIANA



# THE PRINZ IMPROVED AUTOMATIC SEPARATOR FOR WHEAT, OATS OR BARLEY



LARGE  
CAPACITY

LIGHT  
RUNNING

**THE ONLY SEPARATOR ON THE MARKET THAT MAKES  
PERFECT SEPARATIONS ALL THE TIME**

BECAUSE it has a roll feeder controlled by a sensitive feed gate, which distributes the grain evenly over the full width of sieve.

BECAUSE it has a patented sieve cleaner working on top of the sieves, and does not depend on irregular hand cleaning.

BECAUSE it has a wide sieve with a short travel, taking the fine seeds out at the head of each sieve.

BECAUSE the perforations in the sheet steel sieves do not increase in size by wearing as they do in zinc-covered sieves.

BECAUSE the machine is supplied with large, slow-running fans which make perfect air separations.

FOR FULL PARTICULARS IN REGARD TO PRICES AND CAPACITIES, ADDRESS

**The Prinz & Rau Manufacturing Co.**  
MILWAUKEE, WISCONSIN



# Machine = Molded Gears

We manufacture a very complete line of Gears 1-inch pitch and larger; they are noted for their strength, durability, true rims, accurate pitch and smooth running. Hence they are highly efficient and economical. If you use gears you should have our Catalogue No. 27.

**H. W. CALDWELL & SON CO.,** Western Ave., 17th to 18th Sts., **Chicago**

Branch Office: 95 Liberty Street, New York City

Agents: Woodward, Wight & Co., Ltd., New Orleans

2

## ELWOOD'S GRAIN TABLES

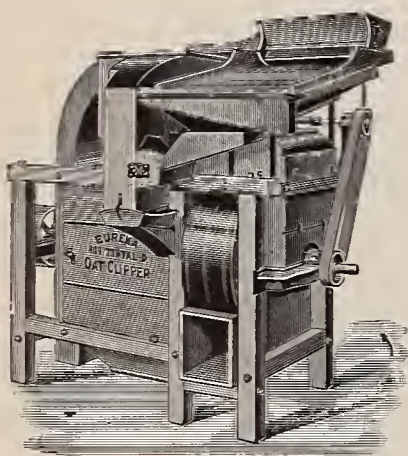
Show the value of any number of bushels or pounds of **WHEAT, RYE, OATS, CORN OR BARLEY** at any given price from 10 cents to \$2.00 per bushel. One of the most useful books ever offered to millers. Indorsed by prominent millers and grain dealers. Bound in cloth, 200 pages. Mailed on receipt of price.

**\$1.25**

**MITCHELL BROS. CO., 315 Dearborn Street, Chicago, Ill.**



## THE "Eureka" Oat Clipper



Is the most efficient, economical and serviceable machine, clipping and cleaning without waste.

Two strong, controllable air separations. Perfect ventilation of the clipping cylinder. Adjustable Beaters. Light or heavy oats clipped uniformly.

Strongest, best built and most durable. Every machine sold on a strong guarantee. Investigate our claims before buying.

**THE S. HOWES CO.**

"Eureka" Works,

SILVER CREEK, N. Y.



ESTABLISHED 1856



## What's In A Name?

Nothing! unless it's synonymous with **SUCCESS** in a particular line.

We are the original inventors of **IMPROVED AUTOMATIC WEIGHING MACHINERY**, with an experience of fifteen years; **THEREFORE** the name "**RICHARDSON**" is pre-eminent in **AUTOMATIC WEIGHING**.



## The "RICHARDSON" ELEVATOR and MILL SCALES

If you buy the "BEST" scale your competitor cannot get a better one.

**DO IT! IT'S GOOD BUSINESS FOR YOU.**

**RICHARDSON SCALE CO.**

14-20 Park Row

New York, N. Y.

CHICAGO OFFICE, 122 Monroe Street

## ELEVATOR-FACTS

"Rubber belting taken up twelve (12) times

## LEVIATHAN TWICE"

SEND FOR "FACTS."

**MAIN BELTING COMPANY**

CHICAGO, 55-57 Market St.

BOSTON, 140 Pearl St.

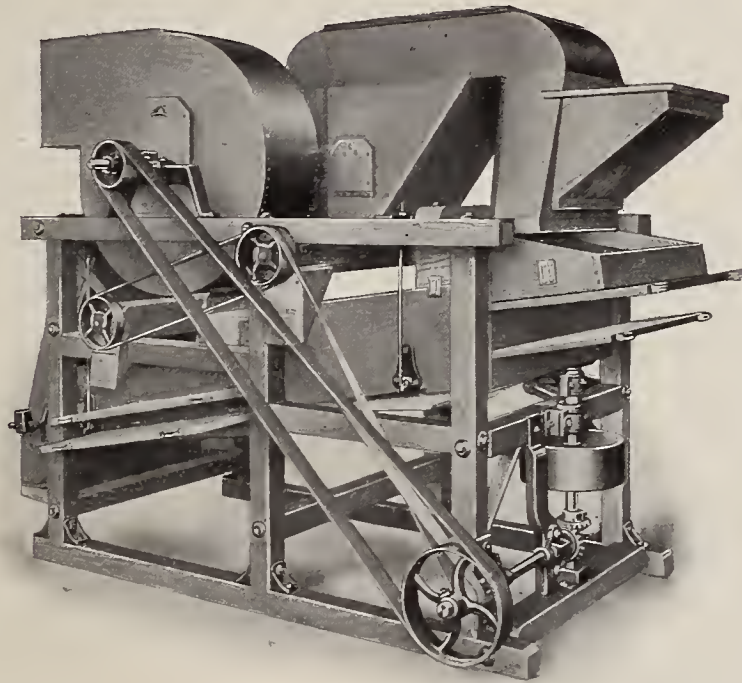
PHILADELPHIA, 1215-1248 Carpenter St.

BUFFALO, 40 Pearl St.

NEW YORK, 309 Broadway



## *The* Beall Rotating Receiving Separator



The easy rotating motion of this separator is so much superior to the straight shake motion, used in other separators, that anyone who sees the two motions side by side will buy the "Beall" at once. The easy rotating motion gives the screens great capacity, enables the machine to run light and without shaking or jarring, and gives the operator a chance to do something else than stand over it with a wrench and oil can.

*Actual results prove all claims  
we make for it*

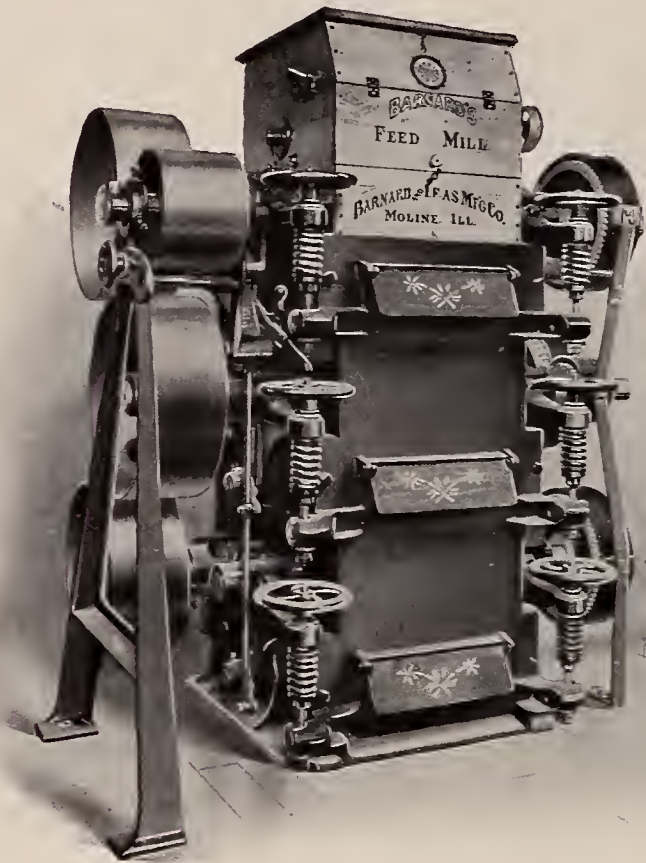
Write for prices

The Beall Improvements Co.  
Decatur, Ill.



# Barnard & Leas Mfg. Co.

## Three-Pair-High Feed Mill



Barnard's Three-Pair-High Feed Mill has no equal for grinding all kinds of feed, as well as fine meal for table use.

It will grind as fine or as coarse as desired. It is designed to make three grindings, but if at any time two reductions only are desired either pair of rolls can be thrown apart far enough to allow the material to pass through without being reduced. We also make the Willford Light Running Three-Roller Mill and Barnard's One and Two Pair High Mills.

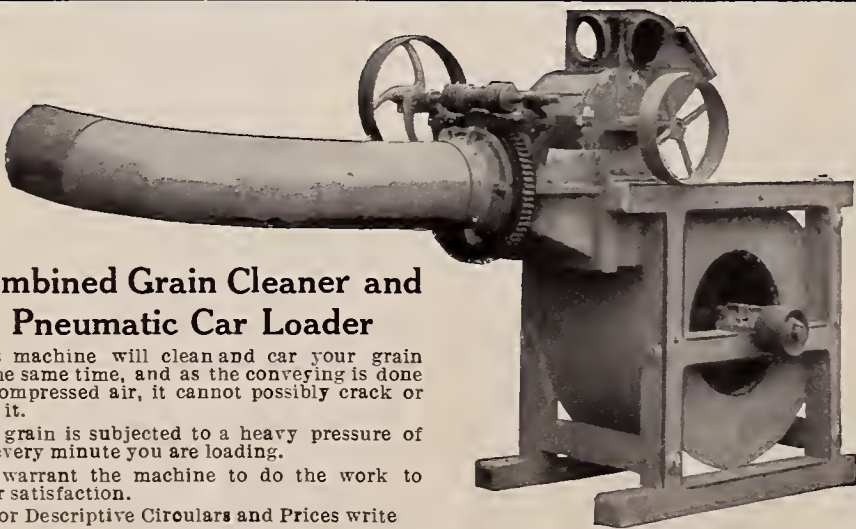
We make or furnish anything needed in flour mills and elevators.

Send for catalogue.

# MOLINE



# ILLINOIS



### Combined Grain Cleaner and Pneumatic Car Loader

This machine will clean and car your grain at the same time, and as the conveying is done by compressed air, it cannot possibly crack or mill it.

The grain is subjected to a heavy pressure of air every minute you are loading.

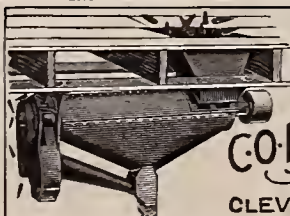
We warrant the machine to do the work to your satisfaction.

For Descriptive Circulars and Prices write

**Mattoon Grain Conveyor Co., - Mattoon, Ill.**

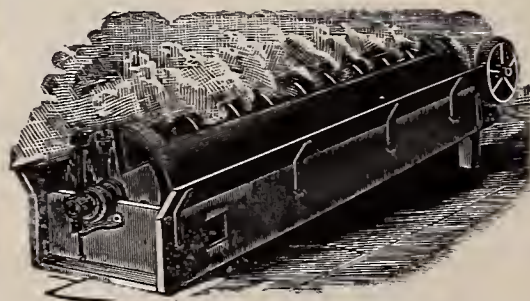


Minster Machine Co., Minster, Ohio, Mfrs. of Friction Clutches, Pulleys, Cut-off Couplings and Power Transmission Appliances.



**TRIUMPH  
POWER  
CORN SHELLE  
CO. BARTLETT  
& CO.  
CLEVELAND O.**

## WHY NOT USE THE ORIGINAL CUTLER STEAM DRYER,



Which is also a successful

**Wheat Heater or Temperer  
or Dryer for Washed  
Wheat or Bran.**

It leaves the Wheat in Perfect Condition for the Rolls. Will also dry Malster's, Brewer's and Distiller's Wet Grain.

Not an Experiment. In successful use 25 years drying  
CORN MEAL AND HOMINY.

BREWERS' GRITS AND MEAL,

BUCKWHEAT, RICE AND

ALL CEREAL PRODUCTS.

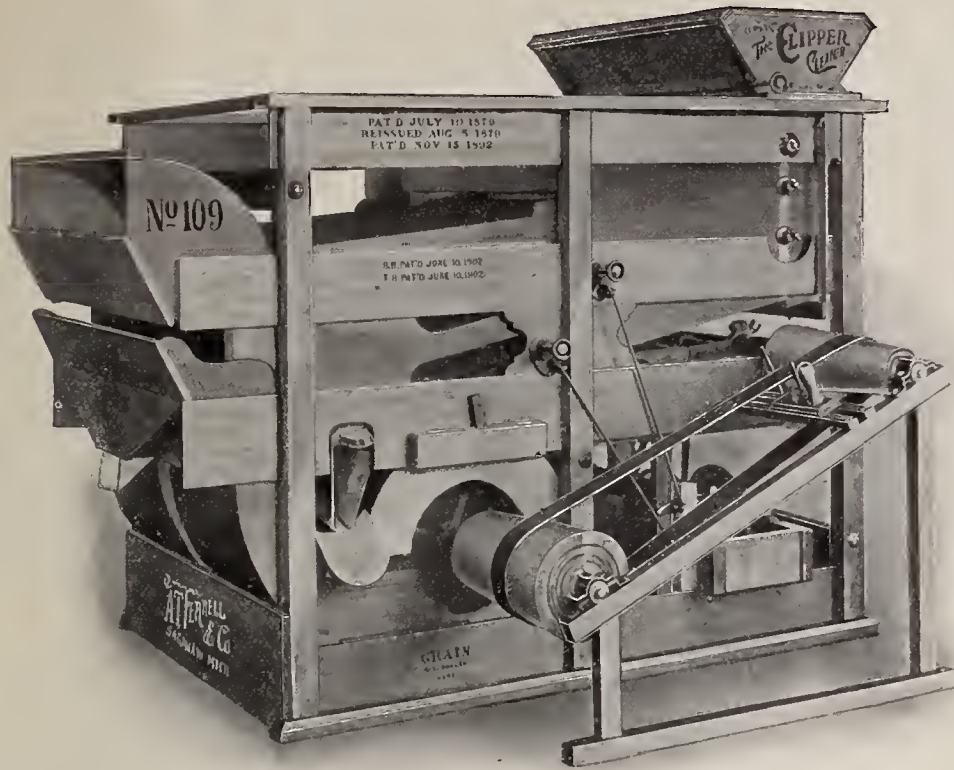
ALSO SAND, COAL DUST, GRAPHITE AND CLAY AND ORE OF ALL KINDS!

Automatic in operation, requiring no attention. Double the capacity of any other Dryer sold for same price.

**THE CUTLER CO., North Wilbraham, Mass.**



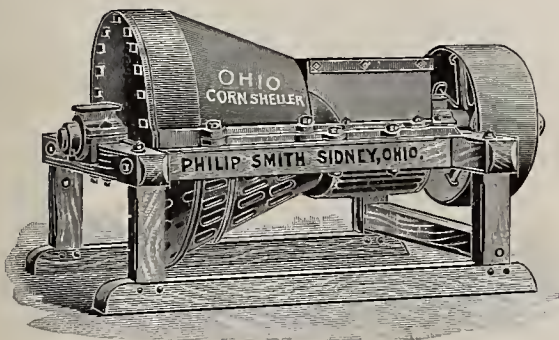
# Ten Reasons Why You Need a "Clipper" Cleaner



1. It is made by a reliable firm that has been in the Seed and Grain Cleaner business for years, and sold on merit.
2. We guarantee it to give you perfect satisfaction and allow thirty days for trial before paying for it.
3. It cleans all kinds of grain, seeds or beans perfectly.
4. It will clean more grain with less power than any machine made.
5. It is simple, strong, convenient and will not get out of order.
6. It requires less labor to keep it running than other machines.
7. It is quickly and easily installed by any carpenter.
8. It has stood the test of time and its sale increases each year.
9. It is the only successful combination cleaner on the market.
10. It will make and save you money in original cost, power required and the fine quality of work you can do with it.

We would be glad to mail you a catalog and give full particulars concerning any machine you may need.

## A. T. Ferrell & Co. Saginaw, W. S., Mich.



Corn Shellers

Corn Cleaners

Drags, Dumps, Etc.

When you want any machinery  
or supplies for your elevator,  
write us for prices :: :: ::

**THE PHILIP SMITH CO.**  
SIDNEY, OHIO

## THE WEST LEADS IN EVERYTHING

Western people are continually working to make things "just a little bit better." They hustle day in and day out, keeping their business methods strictly up to date. That's why they keep ahead.

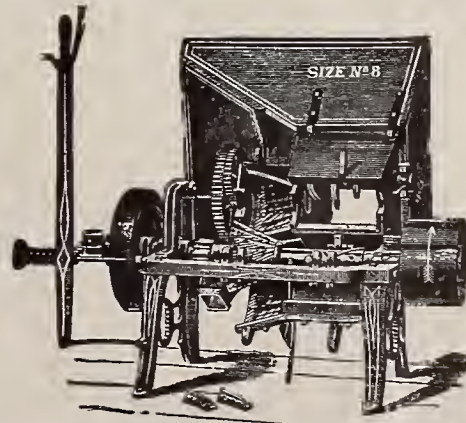
For more than thirty years it has been our policy to build and equip grain elevators. "a whole lot better" than the other fellow, and we have done it. That's why we have so many satisfied patrons. Are you one? If not, get in line to-day by sending us your specifications.

**GREAT WESTERN MFG. CO.**

LEAVENWORTH, KANSAS

## Bowsher's All-Around Feed Mill

(Sold with or without sacking elevator)



It CRUSHES ear corn (with or without shucks) and GRINDS all kinds small grain and KAFFIR IN THE HEAD. Has CONICAL shaped GRINDERS, DIFFERENT FROM ALL OTHERS. RUNS LIGHT. Can run EMPTY WITHOUT INJURY. Ahead of rolls or stones in speed and quality of work.

YOU NEED a mill now. QUIT THINKING about it. COMMENCE to investigate. Give US a chance and we'll tell you WHY we think ours is the best.

SEVEN SIZES : 2 to 25 H. P.

Circular sent for the asking.

Drive pulley overhung. Belt to it from any direction. Makes complete independent outfit.

**THE N. P. BOWSHER CO., South Bend, Ind.**



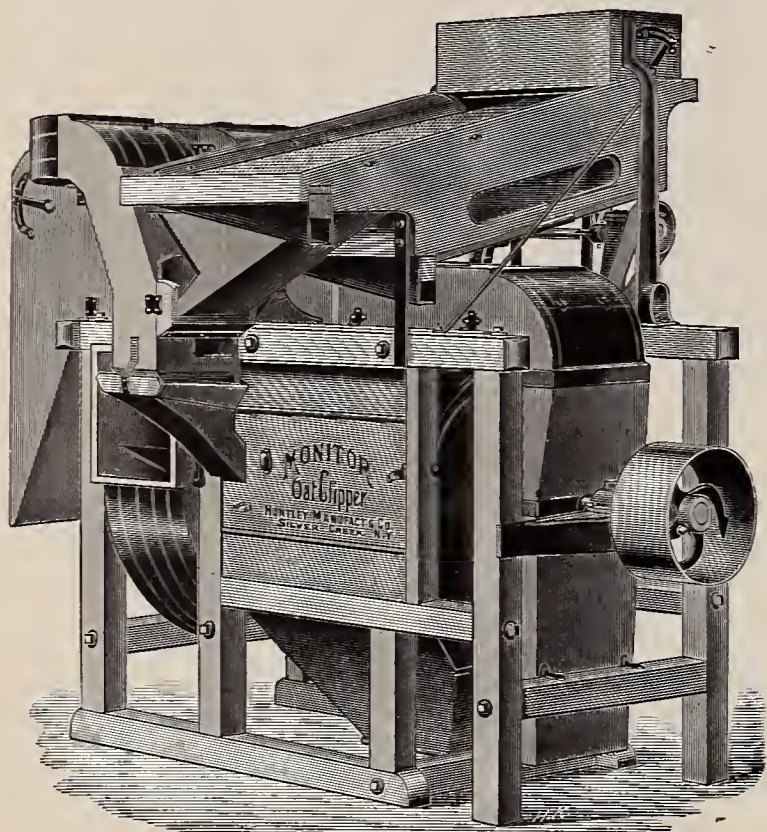
# A COMPLETE OUTFIT

For Any Modern Elevator, and Without Which no Elevator Equipment is Complete

SUPERBLY BUILT MACHINES THAT HAVE STOOD THE HARDEST KINDS OF PRACTICAL TESTS. READ THESE BRIEF SPECIFICATIONS AND WRITE US CONCERNING THESE MACHINES; CATALOGUE SENT ON APPLICATION

## Monitor Compound Shake Warehouse Separator

Especially designed and built for warehousing or receiving purposes. Provided with the well-known Monitor screen and air separations. Its construction guarantees the positive elimination of all jarring and shaking, the shoe being perfectly counterbalanced. Divided lengthwise, making two distinct shoes working on separate eccentrics. Perfect balance attained. Send for circulars.

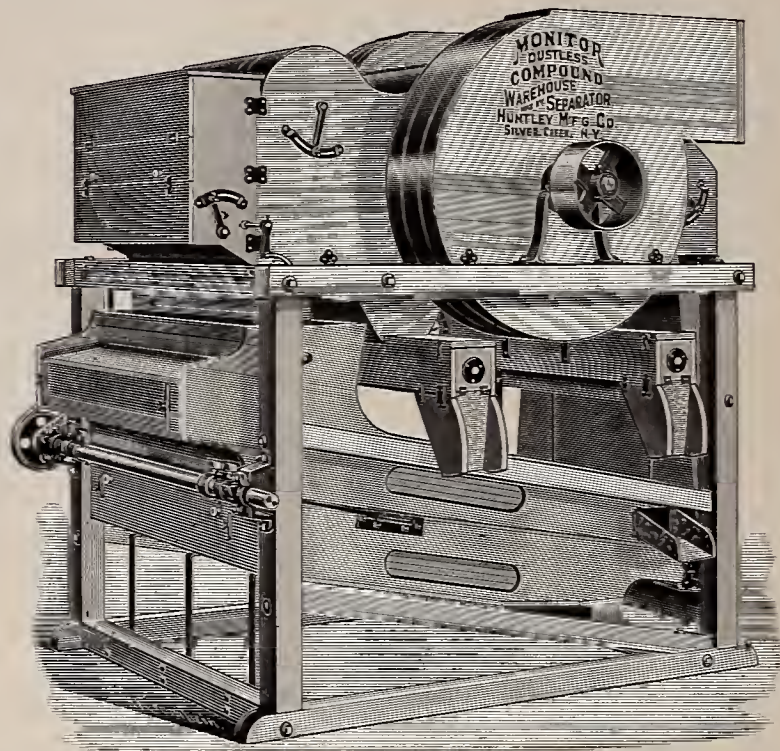


Monitor Dustless Oat Clipper

Clipped oats are in constantly increasing demand and command a higher price than those not subjected to this operation. Profits are greatly augmented when this machine is used, as it accomplishes the work easily, rapidly and entirely without waste. Case is made of hardened iron, cast upon chills, insuring the maximum of durability. Send for descriptive circulars.

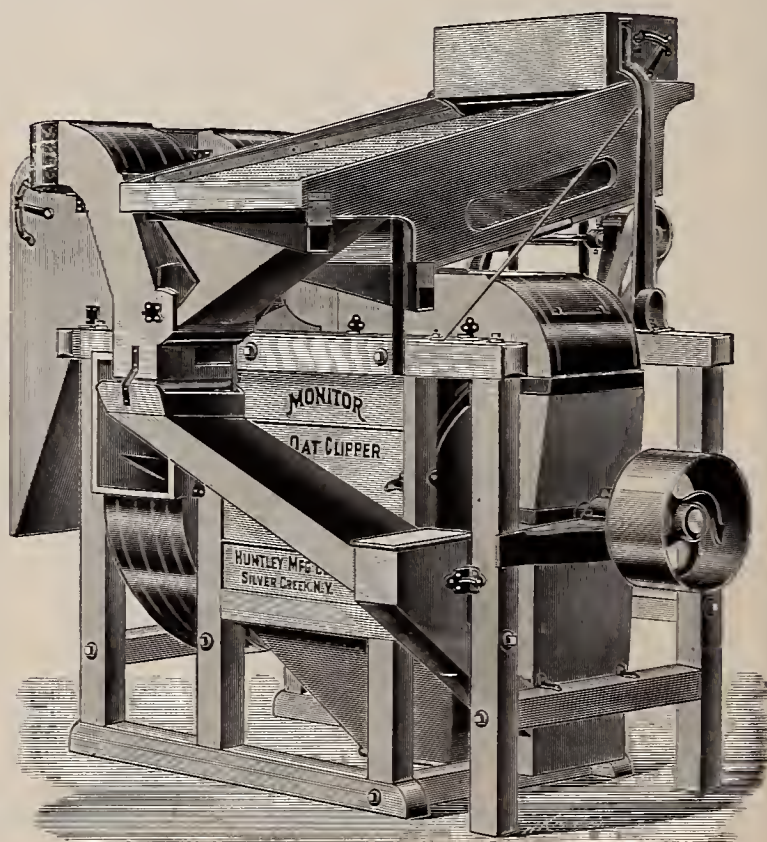
## HUNTLEY MFG. CO.

SILVER CREEK, NEW YORK



Monitor Combination Oat Cleaner, Clipper and Scourer

One of the most useful machines made. Has carry-by spout. May be used for clipping oats, handling off-grade and smutty wheat. The by-pass spout can be used when the screen and air separations are desired without the scouring or clipping cylinder. Strongest possible construction. Send for circulars.



### BRANCH OFFICES:

302 Traders Building, Chicago, Ill., F. M. Smith, Agent  
 316-318 4th Ave., South, Minneapolis, Minn., A. F. Shuler, Agent  
 121 Front St., New York, N. Y., J. W. Perrine, Agent  
 No. 10, Board of Trade, Kansas City, Mo., H. C. Draver, Southwestern Agt.  
 Berger, Carter Co., Pacific Coast Agents, Mississippi and 17th Sts., San Francisco, Cal.





A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

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(INCORPORATED).

Vol. XXV.

CHICAGO, ILLINOIS, AUGUST 15, 1906.

No. 2. { ONE DOLLAR PER ANNUM,  
SINGLE COPY, TEN CENTS.

#### BALDWIN & CO., WESTON, O.

The number of patrons' wagons seen in the foreground of the picture of the plant of Baldwin & Co. at Weston, Ohio, more or less obscures the real character and extent of the buildings, although it does tend to explain the owners' statement that the volume of their business runs from \$175,000 to \$250,000 a year. Weston is but a small place; but it is in a rich country, not far from Toledo; and as Baldwin & Co. handle stock and wool, as well as grain, hay and seed, the scope of their business demands larger capital and more extensive buildings than usually required at a country station. The grain elevator has about 20,000 bushels' capacity.

#### "P.V." IN CANADA.

The British-American Elevator Co. is the name of a new corporation which it is announced will build a line of elevators on the Canadian Northern Railway in Canada, between Port Arthur and Edmonton. The company will represent the Peavey interests, who, it is understood at Toronto, will have control of the Canadian Northern terminal at Port Arthur, with storage capacity of 5,000,000 bushels. A Minneapolis paper says:

"It is the intention to have twenty-five elevators ready for this year's crop, and houses will doubtless be established at every station on the system before the 1907 crop is harvested. Lumber is already en route to many points, and the work of construction, which has been placed in the hands of American contractors, will be rushed. The scarcity of labor just now in the Canadian grain belt may retard the rapid progress desired.

"E. W. Kneeland, formerly manager of the Duluth Elevator Company, with headquarters in Minneapolis, will be the new manager of the British-American Elevator Company, and R. C. Evans, who has been connected with the Peavey Elevator Com-

pany for many years, will be secretary. W. L. Beaton, traveling superintendent for the Peavey System, with headquarters at Crookston, will succeed Mr. Kneeland as manager of the Duluth Elevator Company in Minneapolis. Both Mr. Kneeland and Mr. Evans will have their headquarters in Winnipeg, at which point all the business of the company will be transacted. It is understood that office room has already been secured in the Board of Trade building, Winnipeg, for the company. From \$3,000,000 to \$5,000,000 will be spent by the

#### GRAIN DEALERS' NATIONAL ASSOCIATION.

In announcing the annual appointments on standing committees of the Grain Dealers' National Association, President H. L. Goemann, among other things, says:

"I take this method to convey to the members of the Grain Dealers' National Association my full appreciation of the honor conferred upon me at the tenth annual convention. As chairman of the executive committee under the last administration, and during my previous official connection as a director, I was in very close touch with the work of the Association; but I find that the office of president carries with it many new features which require a great deal of attention, hard work and increased responsibility.

"Always having known that the success of any organization depended largely upon the support it received from its members, incidents which have transpired since my election bring me to a keener appreciation of the need of co-operation; and in order that I may serve you in the fullest measure possible, I appeal to you to take a personal interest in the endeavor we shall make to increase our membership, and bring to a successful conclusion at least a majority of

the questions that have been entrusted to us for adjustment.

"Your assistance is especially needed in the question of increasing our membership, and \* \* \* hope that you will take the time to go among the eligible non-members of your acquaintance and urge them to join the Association. In discharging the duties of my office, I shall give up all of the time from my business that shall be necessary to a conscientious administration of the affairs of our organization; and while I am giving up a certain amount of my time every day for a year, I think it no more than fair that you devote a few hours of your time to co-operation."



BALDWIN & CO.'S PREMISES AT WESTON, OHIO.

British-American Elevator Company in Canada if present plans carry."

Secretary Wells of Iowa reports the following list of farmers' elevator companies in Iowa who do business on a competitive basis: Farmers' Exchange Co., Rudd; Farmers' Grain & Stock Co., Ridgeway; Farmers' Union Society, Cylinder; Farmers' Elevator Co., Dunbar; Lawler Grain & Live Stock Association, Lawler; Gilbert Grain Co., Gilbert; Farmers' Exchange, Burt; Farmers' Exchange, Rockford; Marcus Shipping Association, Marcus; Devon Grain & Live Stock Co., Devon; Manly Grain Co., Manly.



The following are the standing committees for 1906-07:

Committee on Arbitration.—W. T. McCray, Chairman, Kentland, Ind.; Adolph Gerstenberg, Chicago; C. B. Jenkins, Marion, Ohio.

Committee on Trade Rules.—E. A. Grubbs, Chairman, Greenville, Ohio; S. W. Strong, Pontiac, Ill.; J. M. Brafford, Indianapolis; Dudley M. Irwin, Buffalo; J. T. Hutchins, Ponca City, Okla.

Committee on Membership.—A. G. Tyng, Chairman, Peoria, Ill.; Fred D. Austin, Chicago; F. L. Wallace, St. Louis; W. F. Rubins, New York; W. A. Davis, Montgomery, Ala.

Committee on Legislation.—W. N. Eckhardt, Chairman, Chicago; H. N. Knight, Monticello, Ill.; H. W. Robinson, Green Springs, Ohio; W. LeRoy Snyder, Baltimore; W. E. Shelden, Jackson, Mich.

Committee on Transportation.—H. G. Morgan, Chairman, Pittsburg, Pa.; D. A. Dunlap, Fontanelle, Ia.; H. L. Halliday, Cairo, Ill.; E. L. Rogers, Philadelphia; D. B. Granger, Cincinnati.

Committee on Crop Reports.—F. I. King, Chairman, Toledo; I. P. Rumsey, Chicago; H. S. Grimes, Portsmouth, Ohio.

Committee on Demurrage.—C. A. Burks, Chairman, Decatur, Ill.; E. W. Seeds, Columbus, Ohio; G. A. Stibbens, Red Oak, Ia.

National Hay and Grain Joint Committee, representing the G. D. N. A.—Henry L. Goemann, Chairman, Toledo; J. W. McCord, Columbus, Ohio; E. A. Reynolds, Crawfordsville, Ind.

Joint Committee of Grain and Feed Dealers, representing the G. D. N. A.—J. W. McCord, Chairman, Columbus, Ohio; Herman Deutsch, Milwaukee; M. F. Baringer, Philadelphia. Representing the Feed Trade.—C. B. Pierce, Milwaukee; E. C. Dreyer, St. Louis; John W. Cox, Boston.

Committee on Uniform Confirmation Blank.—John M. Dennis, Chairman, Baltimore; Fred Rundell, Toledo; P. E. Goodrich, Winchester, Ind.; R. R. Kornegay, Selma, Ala.; Caswell E. Rose, Nashville, Tenn.; E. W. Seeds, Columbus, Ohio; George F. Reed, Boston; J. S. McClellan, St. Louis; L. W. Forbell, New York; Alvin H. Poehler, Minneapolis; Herman Mueller, Chicago.

### EVA ON DIRT AND DOCKAGE.

The perennial clamor about dockage by the Minnesota grain inspectors has begun for the current season, and in discussing the subject, and also the indoor method of inspection now in vogue at Minnesota terminals, Chief Inspector Eva says:

"The grading is more uniform, and the dockage, taken as a whole, is no greater; but it is to be deplored that so much foul or foreign matter in the grain is shipped to terminals. The inspection department must treat it as dockage and it is lost to the shipper. The shipper must pay the freight on the dockage and he gets nothing for it.

"The question of freight on dockage may seem to the uninitiated a small matter, but it is really a matter of great importance. The grain growers of Minnesota would be surprised if they knew how many thousands of dollars are paid to the transportation companies annually for this one item. The only remedy would seem to be greater care upon the part of the threshermen and farmers in cleaning the grain when thrashing it.

"The modern thrashing machine will, if properly handled, clean the grain so well that only a small percentage of foreign seeds will be found in it. If the farmer is careless, the thrasher will allow the screen to clog and run the foreign seed into the grain. He perhaps feels that he is entitled to pay for thrashing it, and possibly he is, but if so, it would be much more profitable for the farmer to pay the thrasher for removing it than for leaving it in the grain. If he hauls it to an elevator it is deducted from his load, or if he ships it he pays freight to terminals, where it is taken out as dockage, and he is out the freight as well as the foreign seeds.

"It would seem that those seeds should be of some value to the farmer as feed, but if no such value exists, it certainly would be better to remove them from the grain and destroy them than to haul or pay for hauling them to the market and get nothing for them. If the farmer would insist upon having the grain cleaned as well as the machine will clean it, there certainly will be a great saving to him, and the inspection department will be saved a great deal of unjust criticism."

### WALTER T. SULLIVAN.

Naturally, when the firm of Young & Nichols of the Chicago Board of Trade started a receiving business in connection with their shipping account, they looked around for a good, live, energetic man to represent them in the territory from which the larger part of the Chicago grain comes. All this was about a year ago; for while Young & Nichols are one of the oldest firms on the Board, they may be said to be young in the receiving business; and it was on De-



WALTER T. SULLIVAN, CHICAGO.

cember 1, 1905, that they secured the man they were looking for in the person of Walter T. Sullivan, the subject of this sketch.

Mr. Sullivan is neither Easterner nor Westerner, but might be called "betwixt and between;" for he was born in Chicago on December 9, 1873, and was launched into business life about the time when a permanent prosperity seemed to settle on the Lake City.

After leaving the public schools Mr. Sullivan started on a mercantile career, which he abandoned when twenty-two years of age to enter the grain business with one of the Board of Trade's leading firms. He mastered all the details of the business thoroughly, so that when he started out on the road for Young & Nichols he was thoroughly equipped with grain information and had the temperament also to make a success of his new line of work.

Mr. Sullivan makes principally the points in Illinois and Iowa, going outside of these states only occasionally, as he works mainly on the lines of Iowa.

The Hess Drier in the Pennsylvania R. R. Co.'s elevator at Canton, Baltimore (No. 2 Export Elevator), has been put into operation, and Philadelphians, whose terminal facilities do not include a modern grain drier, fear that the export grain of the Pennsylvania road will be turned toward Baltimore.

### [For the "American Elevator and Grain Trade."] DEFECTIVE ELEVATOR CONSTRUCTION.

BY "OBSERVER."

Unforeseen and unexpected causes of fires in elevators are constantly coming to light. These discoveries, as they might be called, remove the causes of a good many losses on elevators from the "unknown" or "mice and matches" columns to the known and preventable list. So it will pay every owner of property to be on the lookout to get the broad experience of the insurance companies in this line. The latter come in contact with hundreds of fires where you may know of but one. Then apply these facts to your own building and remove the defects that might have caused a fire and a heavy loss above all insurance that any company would carry.

It is a fact that there are many more fires during busy times than at other seasons. Just then you have much more grain on hand, and you may neglect, just as like as not, to take out the proper additional insurance. During times in spring and other periods when grain receipts pick up for a few weeks, you may get along with your minimum amount of help. This necessitates their working from twelve to sixteen hours a day. Several days of this and a man is completely played out. Can anyone expect that this man will take the same care that he would under ordinary conditions? When the end of his day comes, possibly in the middle of the night, he will drag himself home as quickly as he can, instead of going over the entire plant to examine the bearings and see that all is left in good condition, as is his wont when things are moving as usual.

Every elevator of any height should have a passenger elevator so that access to the top is easy and rapid. This will make it easy to have the machinery watched closely, as well as all conditions in the upper part of the building, such as the mixing of grain, a choke-up, bins running over, waste of grain from cleaner and many other points. Then your man will stay much better natured and take more interest in looking after your interests, when his comfort is thus indirectly considered. We have often heard the hired help remark, "I am not going up that dirty hole or ladder just to see if things are running all right. I oiled this morning and if anything were wrong I could hear or smell it."

Many small points of construction of elevators relative to the fire hazard are not taken into consideration by the builder, usually because he has not had the necessary technical experience or knowledge to appreciate them.

It took a long time to get the contractor on the side of the insurance companies in reference to the danger of wood pulleys in elevators. So there are other points in putting up an elevator, the hazards of which are coming to light. It seems as though enough buildings have been erected and conditions studied to eliminate all the unnecessary dangers; but no doubt we will continue to learn of more for a long time to come.

I will give two points that actually started fires which were put out by protection always at hand in a good risk, well cared for, namely, barrels of salt water and buckets.

When the elevator was put up the shaft carrying the head pulley, the bearings of which were on timbers away from the head, was free where it passed through the side of the head. A space was cut out around the shaft of about half an inch. This was good enough as far as it went, at first; but what was the result after a time? The building settled, the shaft going down with it. The leg, being free from the building, was stationary. In this particular case it was not a new building and the settling was caused by its being filled with grain. The result was that the head shaft settled down so hard on the side



boards of the head that the friction started a blaze. Smoke coming out of the cupola was noticed by a passer-by.

The same condition would arise if the legs were telescoped, but this is less apt to occur. It would come with the unevenness of the settling, or by the building being unevenly loaded. It can be overcome by seeing that there is a free space of several inches under the shaft, or by having the boxes of shaft on a timber attached to the side of the head, as is the arrangement of some constructors. However, a comparatively small number follow that plan.

The other case was in the boot. The space on the side of the pulley was small and the adjustment screws on one side had somehow—probably by continual jarring or being walked on—become screwed down so as to bring the pulley in contact with the side. There was sufficient friction to start a fire. This was even more serious than the trouble in the head, because it was started right in the leg, which acted as a chimney for the fire and carried it to the top of the building in almost no time.

Remedy this fault by setting the pulley in the center and give it free space all around. Then stretch a wire, or strong rope, between the two adjustment screws over the pulley, so that neither can move.

If you have a steel boot—which is really the only kind to put in—the space around the pulley is two inches or more, and there is little danger of its getting far out of line; yet the screws of this should also be wired.

We know of cases where a grain sack has been elevated with grain. It was discharged into the cleaner and got wedged between the revolving screen and the outside. A fire resulted. In one elevator the whole cupola was burned off and the cleaner destroyed from this cause. Even if the sack should not get into the position described, it may lodge in a spout and cause a lot of trouble.

Caution farmers to remove all foreign articles from grain in wagons and save yourself time, trouble and possibly a fire.

### FIRST RECORD OF 1906.

Toledo loaded its first cargo of new wheat on July 7—choice No. 2 Red going 60 to 60½ pounds to the bushel.

The first sale of 1906 corn was made at Brenham, Texas, on July 11 at 75 cents.

The first car of new crop grain at Minneapolis was a car of fine No. 2 rye, 57 pounds, from Northfield, Minn., arriving on July 27.

Galveston's first cargo of new crop wheat for export was loaded on July 24 from Texas Star Mills and S. P. Elevators—146,000 bushels in all for Liverpool, to sail on July 28.

The first vessel engaged on the spot at Tacoma to take wheat to Europe was the Tamar, 1,949 tons, on July 18, by Balfour, Guthrie & Co., to sail in September. This will be the pioneer of the 1906-07 season. Five French bounty earners have been engaged by the same firm to sell later. The combination rates for grain are still in force the same as last season, 26s. 3d. (\$6.30) for Tacoma loading and 27s. 6d. (\$6.60) Portland loading. There is every prospect that rates will remain firm. Available tonnage is scarce on the Sound, but with the large fleet now bound for the Pacific Coast, exporters anticipate abundant tonnage to handle the crop. The immediate prospects point to a busy export season.

The strike of grain elevator employes at South Chicago was called off after two days, the strikers waiving their demands for increased wages. Business Agent McLaughlin immediately resigned. He gave as a reason for his action that he could not conscientiously sanction the terms of settlement. The men were asking for an advance to 35 cents per hour from 27½ cents and double time Sundays and holidays. The latter claims were allowed be-

fore the strike was declared, but the advance in wages was denied.

### GEO. B. POWELL.

Omaha has been fortunate in securing the services of George B. Powell to act as chief grain inspector and weighmaster of the Omaha Exchange. Unlike most terminal markets, Omaha has "come into her own" suddenly, like a prospector who makes a great strike and realizes quickly. The immediate disadvantage is unpreparedness of the market to handle the stuff as it should be handled in all respects, and some complaints of both inspection and weighing resulted. On the other hand, there are no old traditions to live down and to act as a break on a man who has ideas of "how things should be done," and is going ahead to do them as they should be done.

So in selecting Geo. B. Powell, lately chief deputy of the grain inspection department of the Illinois Railroad and Warehouse Commission, the Omaha Grain Exchange gave him authority also to go ahead and organize this department of the Exchange on a modern basis; and this is the work Mr. Powell now has on hand. First of all he is overhauling the system of keeping books, which will be much more satisfactory than the old as a matter of preserving the historical statistical data. Separate books for weights and inspections



GEO. B. POWELL, OMAHA, NEB.

will be kept and separate records of inspections in and inspections out. The former system showed inspections for any one day, but failed to designate which were receipts and which shipments.

In the weighing department Mr. Powell will make the deputy weighmasters responsible to the Grain Exchange instead of to the elevator companies. Under former conditions each elevator had a deputy weighmaster, responsible to the owners of the elevator and paid by them, but his returns of weight had to be accepted by the office of the Grain Exchange. The new plan is for the Exchange to hire and pay the deputy weighmasters and have them entirely under the control of the department of weights and inspections. This calls for the payment of a certain weight and inspection fee by the elevators on each car, thus providing funds for the payment of salaries by the Exchange.

In the inspection department Mr. Powell has the assistance of F. W. Harrison, who has had some thirty-five years' experience in the elevators and in the inspection department of Chicago, but who was let out of the inspection office not long ago for political reasons—from an office "governed by civil service rules without any law," as used to be said by the chief. But Mr. Powell knew Harrison, and when he went to Omaha he hunted up this victim of politics and took him along.

Mr. Powell himself has been engaged for the past twenty-two years directly in the inspection of grain, this work having been his life's occupation and the object of his study and observa-

tion as a life's business. During the past six years at Chicago, as chief deputy of the inspection department of the largest grain market in the world, he had a large experience in both the managerial and practical work of the office, and the privilege of the tutorship of William Smillie, than whom no one in the United States, perhaps, knows more of the technical work of grading grain. Prior to that Mr. Powell was for fifteen years in the department at Peoria, beginning as a lad at the bottom rung of the ladder and working up until he reached the position of the chief inspector at Peoria, from which market Governor Yates sent him to Chicago.

Mr. Powell is married, and has three sons, the oldest of them, Earle, was with the Corn Exchange National Bank at Chicago, but who goes to Omaha with the family. He is a man of the best of habits, and is especially averse to drink, which is so destructive of that normal condition of mind so necessary to accurate work in any line of business requiring good judgment.

Mr. Powell has gone to Omaha with the determination of giving that market a fair and just inspection and an honest weighing of the grain handled by it; and if "given his head," as no doubt he will be, he will certainly give the Exchange a system that will bring results above criticism.

### WHEAT RECEIPTS OF THE NORTHWEST.

Grain receipts at Minneapolis for the crop year 1905, ended July 31, were the heaviest on record and exceeded last year's record by 21,876,000.

The following table shows the totals handled and a comparison with the previous season:

Crop.	1905-06.	1904-05.	Increase.
Wheat, bus....	99,269,610	88,205,370	11,064,240
Corn, bus.....	3,832,360	4,671,930	*839,570
Oats, bus.....	28,236,140	23,782,620	4,453,520
Barley, bus....	14,740,450	12,737,840	2,002,610
Rye, bus.....	1,712,500	1,627,090	85,410
Flax, bus.....	12,173,100	7,063,310	5,109,790
Totals .....	159,964,160	138,088,160	22,715,570

\*Decrease.

At Duluth the record for the year was as follows, as supplied by Secretary Moore of the Board of Trade, crop of 1905-06:

Crop.	1904-05.	1905-06.
Wheat .....	23,231,633	38,143,118
Corn .....	89,795	256,392
Oats .....	10,187,697	11,924,292
Barley .....	8,461,753	11,083,087
Rye .....	917,469	644,726
Flaxseed .....	12,054,600	17,145,212

Total .....	54,942,947	79,196,827
Increase, 1905-06 .....		24,253,880
Shipments .....	53,186,353	75,725,864
Increase .....		22,539,511

Number of cars of wheat received, with grades, crop year ending July 31, 1906: 1 hard, 2,046; 1 normal, 10,334; 2 normal, 8,378; 3 spring, 5,664; 4 spring, 1,072; rejected, 880; No. grade, 167; mixed, 179; winter, 87; western, 151; durum, 9,450; total, 38,408.

At August 1 Minneapolis elevators contained 11,000,000 bushels of wheat and 2,000,000 bushels of oats, flax and other grains, and the members of the Chamber of Commerce had begun to be exercised over the question of what was to become of the present crop when it begins to move. The surplus on hand now was much more than is usual at this time of year, and the limit of capacity of the terminal elevators of Minneapolis is 30,010,000 bushels.

Omaha shippers on July 30 began moving about 2,000,000 bushels (estimated) of grain to the Atlantic seaboard at a rate of 18¾ cents to Boston and New York and 17¾ cents to Philadelphia.

Fred S. Broberg, manager of a bucket-shop at Monmouth, Ill., on July 25 shot and killed himself while in a small boat, half a mile from the foot of One Hundred and Sixth Street, South Chicago. The motive for the act lies in the fact that Broberg was accused of embezzling \$10,000 from his employers.



[For the "American Elevator and Grain Trade."]

**RIGHTS BETWEEN BUYER AND SELLER OF HAY IN STACKS.**

BY J. L. ROSENBERGER,

A Member of the Chicago and Cook County Bar.

In the hay case (Baker vs. McDonald, 104 Northwestern Reporter, 923), the Supreme Court of Nebraska holds that the general rule is that when the terms of sale of personal property have been agreed on and the bargain is struck and everything the seller has to do with the property is complete, the contract of sale becomes absolute as between the parties without actual payment or delivery, and the property and the risk of accident to the same vest in the buyer. Where the time of payment is not fixed by the contract of sale, the law presumes a cash sale; and, while title may have passed to the buyer, he is not entitled to possession until the full purchase price has been paid or tendered. Where the amount to be paid is to be determined by measurement of the property to be made by the parties, a measurement which is grossly unfair, as the result of fraud or mistake, is not binding, and a tender based thereon does not entitle the purchaser to possession. Where the property has been set apart and identified and title vested in the purchaser, who has paid part of the purchase price, but because of fraud or mistake in the measurement his tender of the balance due is not sufficient in amount, the seller may recover possession of the property from the purchaser by an action in replevin on the ground of special ownership and right of possession; but he cannot maintain such action under the claim of absolute ownership without rescinding the contract of sale and tendering back the amount paid.

In this case one party sold another thirty stacks of hay at \$2.75 per ton, the same to be measured in the stack and removed before a certain date. There were more than thirty stacks in the field at the time, and it was understood that the buyer might select the thirty from the whole number. After he had paid \$300 on the hay, it was measured, he being represented at the time by a man of his own selection. Taking the figures of the measurements, he computed that there were 112 tons and a fraction, and sent his check for \$8.40 as balance due, which, however, the seller immediately returned on the ground of not being satisfied with the measurements. An action of replevin was then brought by the seller to recover possession of the hay, on the ground of absolute ownership and the theory that there was fraud or mistake in the measurement, and that, instead of 112 tons, there was in fact 140 tons, which the evidence supported.

That the seller was entitled to the possession of the hay until paid the purchase price, the court says was not a question open to dispute, the contract being silent as to the time of payment and a cash sale being to be presumed. Consequently the buyer was entitled to possession only upon payment in full or tender of the agreed price, unless there was a waiver of such payment by the seller, and such waiver was not to be presumed by the buyer's selection of the stacks that were to become his under the contract. But such right of possession, if title had passed to the buyer, could not support a claim of absolute ownership to sustain an action of replevin upon the ground of absolute ownership. Then who held title to the hay when this action was commenced?

When the contract for the sale of this hay was made between the parties, title, the court says, did not vest in the buyer, because the stacks were thereafter to be selected by him, but when his selection was made, and the hay definitely ascertained and measured, then he became vested with the title and took all the risk of ownership. Had the hay been burned or otherwise destroyed, the buyer instead of the seller would have sustained the loss; and there could be no question that the seller, immediately after the selection and measurement, might have sustained an action against

the buyer to recover the balance of the purchase price, and this on the theory that the title had passed.

Had the seller brought this action, claiming a special interest in the hay, there is no doubt that upon proof of fraud or mistake in the measurement made, he would be entitled to a judgment giving him possession and determining the extent of his interest. His claim was that by a fraudulent or mistaken measurement it was sought to deprive him of about twenty-eight tons of hay, of the value of \$77. Had his action been brought upon this theory, the buyer could have tendered the amount with costs and retained possession of the hay, or, after the trial, could have paid the judgment given by the court, and both parties would have their full due, the buyer the hay and the seller his money. Under the judgment appealed from, the seller had \$300 of the buyer's money and was found to be the absolute owner of the hay, in part payment of which that money was given him. The court has no doubt that under the circumstances of this case the seller could not recover as absolute owner without rescinding the contract of sale and tendering back the \$300 received on the purchase. His action, if



CHAS. ROUZER, NASHVILLE, TENN.  
General Manager of the new Railway Elevator at Nashville.

he desired to replevy the hay, instead of suing for the amount due him, should have been for possession, as the owner of a special interest in the hay and not as the unqualified owner.

**ACCUSED OF CONTEMPT.**

On complaint of John Hill of the Chicago Board of Trade, State's Attorney Healy of Cook County, Illinois, on August 3 instituted an inquiry into the question whether the Armour Elevator Co., Bartlett, Frazier & Carrington and various other operators of public elevators were violating the injunction of Judge Tuley, made perpetual by the order of the Supreme Court in 1898, forbidding public elevator operators from handling grain belonging to themselves in the public houses. The defendants, it is reported by the State's Attorney, denied the allegation in its entirety, but admitted storing some of their own grain in private bins, as they believe they have a legal right to do.

It is also reported in the daily press that a discharged member of the state inspection office is concerned in certain queer inspections and that when this came to the notice of the Governor, he urged that the matter be brought before the grand jury.

New Orleans' export of grain in July was 192,000 bushels of wheat.

[For the "American Elevator and Grain Trade."]

**NEW RAILWAY ELEVATOR AT NASHVILLE.**

The grain elevator now in course of construction at Nashville, Tenn., by the Illinois Central Railroad Co. in conjunction with the Southern Railway Co., will stand on a plat of ground recently purchased by the terminal company for the purpose of constructing thereon the general yards of the Illinois Central Railroad. The entire tract is large enough to hold probably 5,000 cars. The site for the elevator is to the west of the main track, and this space will probably be retained for the use of the warehouses and elevator. The situation is an ideal one for the quick and economical handling of grain throughout the different houses. The elevator proper occupies a ground space of 70x180 feet. The power house, pump room, dryer and sheller and stack will take over 100 feet additional making the total length of the plant about 300 feet.

The elevator proper is provided with a receiving and loading shed, one on either side of the house. The former containing three tracks, with a fourth track provided with cut-offs, from which cars can be switched into the other three tracks for handling. In the shipping sheds are two tracks, and in addition a third track is provided for the handling of ear corn to the sheller, and also for the handling direct to the dryer such salvage as would be objectionable for handling through the elevator proper. There is room on the receiving tracks above the elevator for 100 carloads, all of which, after being placed on said tracks, can be placed in the receiving or shipping sheds for handling without the assistance of a switch engine. In other words, the tracks are all gravity tracks; and by the use of a pinch bar and car puller, after the yard department once places the cars, no further engine service is required. As there is ample room below to take care of all cars, either unloaded or reloaded at the elevator, practical elevator men will appreciate not only the saving of time, but the dispatch with which business can be handled with a track layout of this description.

At the receiving side of the house provision will be made for the placing of twelve cars at one time, and when placed the grain doors can be removed from all of them, thus putting this number of cars in position to be taken into the elevator as fast as they can be handled by four 1,400-bushel scales, each provided with garners. This means practically that four streams of wheat can be run into the elevator in such volume as 30-inch concentrating belts will carry directly to the receiving legs.

The shipping side of the house is provided with three legs of 12,000 bushels' capacity per hour. The head pulleys are rubber-covered 84 inches diameter and are the same as on the receiving side. The shipping side is provided with six loading spouts, one at each leg for each track, while the receiving side also is provided with one spout, so that when it is desired to do so, a car of grain can be weighed and loaded back into the same car. By this arrangement it is possible to receive grain to the full handling capacity of the house and at the same time load out in a like manner from the opposite side. Those who have had to do with transferring a heavy business will appreciate this arrangement.

There will be installed two conveyors, running the entire length of the house, one in the cupola and the other on the track floor. The top belt is a 40-inch belt and the lower one a 30-inch. This lower belt can be fed from every bin in the house simultaneously if it should ever become necessary to do so.

The house is designed with the idea of meeting the requirements that are peculiar to this particular point, where everything is handled on a special bin basis and where every owner's grain is kept by itself according to his grading.



In order to meet this condition the house is divided into 177 bins, running in size from 1,400 bushels to 10,000, there being only eleven bins of the larger capacity, while of the smaller there are ninety-six. Under each one of these ninety-six bins there will be erected a trolley for carrying the automatic weighing and sacking machines, thus providing an ideal situation for the sacking of grain. It will be seen that the number of tracks which can be handled will simply resolve itself into a question of sackers and men to do the work.

Notwithstanding the tendency of recent years has been toward the use of steel and more latterly to the use of tile or concrete in the construction of elevators, there are many in the trade to-day who believe that for the purpose of properly keeping grain there is nothing like the old crib house with overhead bins, and this form of construction has been adopted in this instance. The foundations up to the track lines are built of concrete in a most substantial manner. The bottoms of all the bins are made of steel. There is a stairway in each end of the house and one passenger elevator run to the top floor of the cupola.

The house is being constructed with the idea of adding one million bushels' additional storage at any time it may become necessary, and machinery is being installed of sufficient capacity to handle a million and a half bushels, which will then be the capacity of the plant.

The cleaner room is built of steel and is placed outside of the main building, it being designed to use the upper portion of the regular elevator bins for feeders to the machines, then to discharge from the machines into the lower portions of the same bins, thus obviating the necessity for independent elevator legs for this purpose, and in a measure making this portion of the plant in its operation independent of the special-leg equipment. There will be installed in this department cleaning, clipping and scouring machines of the largest capacity, which will be connected with the sweeper system which is provided and will care for the entire plant.

To more thoroughly and economically provide for cleaning the premises a compressed air plant will be installed, which will materially aid in reducing the hazard caused by the accumulation of dirt and dust.

The plant throughout is equipped with rope drives, there being only two short belts provided for.

The engine room is equipped with a 1,000-horsepower cross-compound, condensing engine, with an independent engine for the use of the drier at night or at such times as the main plant is not in operation. The boiler room contains four sets of boilers of 300 horsepower each, being the latest type of water tube boilers, and one 1,200-horsepower open heater, with the necessary pumps and all other apparatus to make this department complete. The chimney is being erected of concrete, five-foot flue and 185 feet over all in height. The engine and boiler rooms are of brick and concrete with a concrete roof supported by steel girders.

In addition to the grain drier there is also a corn sheller plant with capacity of about ten cars per day, provided with the latest machinery for handling ear corn.

For the convenience of the employes the pump room is provided with lavatories, shower baths and steel lockers.

The description of the plant would not be complete without mention of the fire protection, and for this purpose an independent pumping plant, established on the bank of the river, about one mile distant from the elevator, is being installed. For the purpose of supplying the yards, the power house and the sprinkling system a 10-inch water main will be laid, which will be more than ample to supply two sprinkling tanks on the top of the elevator and the independent

tower. In addition the house itself will be completely equipped with an automatic sprinkling system. Aside from this hydrants will be established for the use of steamers in the event of fire.

In awarding the contract for this plant, instructions were given George B. Swift & Co., the contractors, to make the house complete in every detail, as it was desired to have it a model of its class, to be supplied with every facility for the expeditious handling of grain and to spare nothing that would give it efficiency. The result is that it is believed the house is now the most modern and most efficient of any in the country. The Webster Manufacturing Company is furnishing the machinery and the Hess Drier will be installed. The plant will be ready to receive and handle grain in all its departments early in October of the present year.

In this connection we present portraits of the gentlemen selected for the management of this elevator, Messrs. Charles Rouzer and C. A. Harrison, who have been associated so long and so closely in an exclusively public warehouse business that they are eminently fitted to guide this enterprise in its endeavor to serve not only the



C. A. HARRISON, NASHVILLE, TENN.  
Superintendent of the new Railway Elevator at Nashville.

local patronage according to its peculiar requirements, but the shippers of the North and West, and the dealers in the Southeast as well, in any of the various ways different conditions may require.

In their past experience as secretary-treasurer and superintendent, respectively, of the Nashville Warehouse and Elevator Co. they have acquired the necessary knowledge and experience to enable them not only to thoroughly know the requirements of the peculiar situation at Nashville as regards the physical handling of grain, but also, what is of greater importance, perhaps, where a number of firms will be taken care of under one roof, how to serve all impartially and handle each firm's business as though it was the only patron of the house, in the same manner and with the same fidelity as could be done by the firm's own employes in its branch house.

Mr. Rouzer is a native of Ohio, where he received his early education and commenced his business career, being engaged principally in the agricultural implement business, both with the dealer and manufacturer, as an office man and territory manager. The training received in these lines naturally qualified him for the management of the Southern Transfer and Storage Co., which business he left Michigan (where he had been stationed for the year preceding his removal to

the South) to organize as an exclusively implement storage and forwarding house. After operating this business for three years it was sold out to the Nashville Warehouse and Elevator Co., Mr. Rouzer going with the new concern as manager of the implement department, and from time to time went forward to office positions, having charge of the accounting department, and later being superintendent and treasurer and finally secretary and treasurer, which latter position he has resigned to become general manager of the new elevator.

Nashville has rapidly developed into an important grain center and is a market from which a large volume of business goes to the Southeast annually, the greater per cent of it in sacks; and while sack grain has been shipped from Nashville for years, not until Mr. Rouzer's foresight pointed the way was the business handled by the automatic scale and sacking process, which has since come into such universal use that it could not be dispensed with.

It is not in the ordinary methods of storage alone that the subject of this sketch has become so well known. He has long been an advocate of what he terms "handling in transit," which enables shippers of the West to consign their grain, store pending its sale, reconsigning if sold before being stored, dried, sacked, shelled, cleaned or handled in any of the various ways that occasionally become necessary before the goods are finally offered for sale; and as a public warehouseman, being dominated by no firm or faction, having absolutely no interest in the grain handled, he is in the best possible position to give the business entrusted to his house that careful, conscientious and important attention which is necessary to make an absolutely public house a success in the handling of grain. In building up this "handling in transit" business, Mr. Rouzer has become a student also of finance and stands ready to suggest and aid in various ways by which this very important factor in the trade can be successfully handled.

Mr. Harrison has been closely associated with Mr. Rouzer since the latter's advent to the South, first in connection with the implement business, going with him to the Nashville Warehouse and Elevator Co., where a large field was presented for their future activities. From a clerk in the operating department he rose to the position of superintendent of the plant, where he not only had charge of the machinery, but had general supervision of the warehouse and elevator, of the men, and the execution of the orders. He is a natural mechanic and his genius is recognized and advice often sought in matters pertaining to elevator construction. He is a good mixer and thoroughly popular with his large circle of friends.

With these gentlemen in charge of the new project, supported as they will be by those in interest, and already having the confidence of the West and Southeast, both as to their ability to do things they undertake and their fidelity in carrying out their obligations, the new elevator will open its doors for business on or about October 1 next with its facilities and its pilots under the most favorable auspices, and its success should be doubly assured from the start.

At Minneapolis, Minn., the Northern Pacific is establishing grain inspection yards on an 80-acre site and the Soo line is greatly increasing its capacity.

The Erie Railroad is refusing to pay claims against it for damages sustained by shippers in the fire which occurred at its Buffalo warehouse last December, on the ground that the underwriters will not reimburse it until the legality of liability is established. In order to do this it will be necessary for the claimants to institute suits to recover, which throws the entire burden of proof on the shippers. The amount of the loss is about \$257,000.



## EFFECT OF SULPHUR FUMIGATION ON WHEAT AND FLOUR.

[Compiled from the Report of the Medical Officer of the London Local Government Board.]

Owing to a case of plague having occurred on the voyage, the steamship "Weybridge," which arrived at London from the River Plate at the end of the year 1904, was fumigated with sulphur dioxide (Clayton Process) before it was allowed to discharge its cargo, consisting of 3,155 tons of wheat and corn.

The corn, which was entirely in bags, and the wheat, which was both in bags and bulk, were stowed in the customary manner, the bulk wheat being at the bottom and the bag wheat at the top, the two being separated by bags of corn.

After a preliminary fumigation by burning sulphur in open pans, the vessel was thoroughly treated by the Clayton Process. The time of treatment varied from 1½ to 4 hours, according to the size of the compartment under fumigation, a stream of gas containing on an average about 8 per cent of sulphur dioxide being blown through a ventilator until the gas taken back by the return pipe contained from 3 to 4 per cent. The inlet ventilators terminated just above the surface of the cargo.

When the cargo was discharged five days later, the number of dead rats found in the hold indicated that the fumigation had been very successful, and the vessel proceeded on its way.

In March, 1905, the London Flour Millers' Association complained to the Medical Officer of the Port of London that some of the wheat of the "Weybridge" had been practically ruined by the disinfection. While bread made from the bulk wheat was apparently normal, that made from the bag wheat had failed to rise, and was unsalable. The gluten of the flour had undergone some chemical change, with the result that the dough was quite abnormal.

On examination of the flour, it was found that although three months had elapsed since the fumigation of the wheat, the flour made from it contained a very appreciable quantity of sulphur dioxide, showing that the gas had originally penetrated into the interior of the individual grains. On repeating this examination recently, after the lapse of more than a year, there were still unmistakable traces of sulphur dioxide in the flour. There was no sulphur dioxide in the wheat itself; it had apparently become oxidized; but only 6 per cent of the grains germinated satisfactorily, and 90 per cent did not germinate at all. The greater part of the grain was dead. In a note, however, the officer reporting says: "So far as I am aware, there was no complaint made as to any deleterious action of the gas on the maize; as a matter of fact, the improvement effected by killing the weevil with which maize is usually infested would probably more than counterbalance any damage that might be done by the sulphur dioxide."

There was no doubt that the "Weybridge" bag wheat had been irretrievably damaged, but as the fumigation had been carried out with gas containing nearly three times the amount of gas required for the destruction of rats and bacteria, it seemed possible that with a lower percentage of gas the damage might at all events be reduced. Some special experiments were made, therefore, with wheat in bags, in order to obtain more information on this point. The result of these experiments was not only to confirm the "Weybridge" experiences, but also to show that the damage was practically as extensive with the diluter gas.

In these special experiments the co-operation of A. E. Humphries, chairman of the London Flour Millers' Association, was secured. Some Argentine wheat of average quality, selected by Mr. Humphries, was packed in the usual hundred-weight bags and placed in the hatch of a model hold, to which diluted Clayton gas, containing on an average of 2.0 per cent of sulphur dioxide,

was delivered through the short inlet ventilator for 4½ hours, as in the fumigation of the "Weybridge." Two sacks were removed at the end of the fumigation; two were left in the hold until the next morning; two were kept as controls in the adjacent laboratory; and two were retained at the mill. Prior to fumigation the wheat had been dry cleaned.

The percentage of sulphur dioxide in the hatch rose from 1.2 after 15 minutes to 2.2 just before the hatch was opened, and had fallen to 0.3 the next day. Samples of gas drawn through tubes plunged into the middle of the sacks showed the penetration was slowly proceeding, although only to a slight extent—as much as 0.04 per cent of sulphur dioxide was found in the middle of one of the sacks after two hours' fumigation—while the percentage of carbon dioxide usually present among living grain increased from about 0.07 to nearly 0.2. The sacks left in the hold until the next day contained a smaller, though still quite appreciable, amount of sulphur dioxide.

The wheat was then ground on an experimental mill. While this was being done, samples that had been retained for the purpose were tested for sulphur dioxide and for germinating power. The average percentage of sulphur dioxide found in the grain, after exposure to dilute Clayton gas for 4½ hours, was 2.5. Practically none of the treated grains germinated, and it was evident that the fumigated wheat was dead. Even the control sack, which had been left in the building all night and had probably absorbed some small quantities of sulphur dioxide which had leaked into the building from the hold, had very sensibly deteriorated.

The doughs from the flour made from the fumigated wheat had an offensive smell, and handled more like bird-lime than dough; and when kneaded in silk under water to separate the starch, yielded a sticky, slimy residue, instead of a firm coherent mass of gluten. The gluten had obviously undergone a chemical change, which had rendered it partially soluble. It was found that the glutinous residue contained a very appreciable amount of sulphites.

The bread baked from the flour was heavy, difficult to cut, very slimy and had a marked sulphite taste.

The very marked alteration in the physical characteristics of the gluten left little doubt that the failure of the dough to rise was due mainly to this cause. In order to be certain as to this point, however, similar loaves were made with baking powder, with results which proved to be even more striking. In one batch of loaves the two made from fumigated wheat absolutely failed to rise, and were flat like unleavened cakes.

These loaves were very heavy and difficult to cut, and the interiors were dull gray in color. The loaf made from the wheat which had been exposed for 30 hours tasted very decidedly of sulphites, and both loaves gave marked reactions for these when tested. In another batch the differences were less marked, but were closely parallel to those observed with the yeast loaves. It seems clear that the failure of the dough to rise was due to the alteration in the gluten, and not to any appreciable extent to the sterilization of the yeast.

Going still further into the examination of the effects of the fumigation, it was found that fumigation of wheat in bags, continued for any considerable length of time, practically destroys the germinating power of the wheat, as it does fresh fruits, vegetables, etc. As to wheat in bulk, taking into consideration the extreme slowness with which the sulphur dioxide penetrates, the officer thinks no serious damage would be done by fumigation with gas containing 3 per cent of sulphur dioxide over a period of eight hours and upward. The outer six inches of the wheat would probably be spoiled, but when this section of the grain became distributed through the remainder of the cargo by unloading, it is probable the deterioration of the whole consignment would

be negligible for practical purposes. From wheat the experimenters passed to corn and barley, the details of which will be entered into in subsequent issues.

## [For the "American Elevator and Grain Trade."] ON UNIFORMITY OF INSPECTION OF GRAIN IN THE UNITED STATES—FOREWORD.

BY L. C. BREED.

During the earnest and somewhat bitter discussions concerning the relations of the several states to the general government, that great statesman and far-seeing publicist, Alexander Hamilton, sought to create a nation instead of a confederacy of states. The plan of government as embodied in the constitution of the United States was, as is well known, a compromise finally agreed upon by the advocates of national power and those who contended for the states' rights. The friction inherent in such a plan was largely responsible for the Civil War. Since that time, slowly, but surely, the country has developed on national lines through the adoption of laws operative in all the states, among which may be named the national banking law, the national bankruptcy law, the railroad rate law, the pure food law, etc.

Much, however, still remains to be done, and it is in this, as in other matters, quite wise to give some heed to the views of intelligent foreigners, who naturally contrast our laws and customs with their own. The fact that abroad, since the earliest days, in referring to us, they almost invariably speak of the "States," indicates the general idea, and in the main it was a correct one.

In the lifetime even of the older business men of our day, provincialism was a marked characteristic of the principal centers—Boston, New York, Philadelphia, Baltimore, Charleston, New Orleans, Cincinnati, St. Louis and Chicago. Each was wise in its own conceit. A Boston man knew more about the laws and customs of London than he did of New Orleans, and a citizen of New Orleans knew but little of New York, while San Francisco was practically a foreign city, so far as any close identification with it was concerned. The railroads, telegraph and the newspapers have brought about a great change—a change which only the oldest living men can fully appreciate.

There are now forty-six states, and the question may properly be asked, would any sane man advocate doing away with all the laws which, since the adoption of the constitution, have aimed at bringing about uniform conditions? The greatest organizer that ever lived made it his first business, when he became endowed with the power, to bring about uniformity of law in France, and the most enduring monument to Napoleon's fame is what he accomplished in his civil, rather than in his military, capacity. Those who have studied Napoleon's career well know to what great acts in law, finance, engineering, manufactures, etc., reference is here made.

The mind of the citizen must keep pace with the growth of his country. This in a general way is being accomplished. The average man is broader minded now than in years gone by. We are, to a very marked degree, creatures of our environment and of the times in which we live, and this is true not only of the denizens of cities, but of the farming population as well. The press puts us in touch with our own and all other countries, and in a sense we are citizens of the world.

When the enormous crops of this country—taking the three greatest, grain, hay and cotton—are considered, and any practical suggestion which has a bearing on the betterment of conditions in any way affecting them is offered, it is safe to assert it will at least have a hearing, be debated, and if ultimately it commends itself to the great body of the people, its adoption in due time is certain.



The foregoing observations are intended to pave the way to a presentation of the subject of uniform rules for the inspection of grain in the United States, and how it may be brought about. This is a large proposition and it will require the preparation of a series of papers in order to properly cover the ground.

### THE CHICAGO BOARD OF TRADE AT CHICAGO-NEW YORK BALL GAMES.

The enthusiasm engendered by applause is one of the strongest forces which the athlete knows to spur him to exert himself to the utmost. It makes nerves of steel, jaws that set in tense determination, muscular movements that respond to orders from the brain like lightning. And an enthusiasm that was boundless, that waved in megaphone calls, that ebbed and flowed in the buglar's notes, that was felt in mad cries of encouragement from over a hundred throats was given by the Chicago Board of Trade "rooters" to the Chicago "cubs" in the series of games played against the New York team on July 17



A TALLY-HO LOADED WITH CHICAGO BOARD OF TRADE BASE BALL "ROOTERS."

to 20 at the National League Base Ball Grounds, Chicago.

It was the pit moved to the ball park—the pit on a day when London's cables are off, with shorts trying to cover when there isn't a wheat blanket this side of Utah. Voices that were tumultuously heard above the clamor of 'change yelled encouragement to Chance's men and helped bring in runs in the same manner that a skillful jockey lifts his mount over the wire winner by an eyelash. In the latter case it is the jockey not the horse that wins the money. Who can say that the Chicago Board of Trade "rooters" did not win a majority of the games of the famous Chicago-New York series?

The photograph shown in the illustration was taken on the third day of the games. A great many went by street car that day, but the picture shows a typical Board of Trade "rooters" crowd. In the background is the Board of Trade building and the start is just being made at 3 o'clock. In the front seat with the driver stands Edward G. Heeman, who organized and financed the affair, managing all details of tally-hos, box seats, etc.

The third day was that on which Steinfeldt won the day for the Cubs by hitting out a three-bagger with two men on bases, and Taylor's pitching was also a feature of the last day's game, and the series of four games ended with two won by Chicago, one game tied and one game lost.

The lease of the M. P. Elevator at Leavenworth, Kan., to the Dentons has been terminated by the Missouri Pacific Ry. Co.

### RAILROAD INVESTIGATION.

The first step in the investigation of the relation of railways to the elevator companies by the Commerce Commission, as directed by the La Follette resolution, is the perfection by the Commission of a circular of inquiry, to the interrogatories of which the railroads will be required to make definite answer. The resolution requires the Commission to—

investigate the elevator and grain buying and forwarding business of this country to determine to what extent special favors have been granted to them by the railroad companies; the influence which the alleged monopolizing of this branch of the business has had upon the market; the injury it has worked to the grain producers; the extent to which the railroads, their officers, directors, stockholders and employees own or control the grain buying and grain forwarding companies; and the manner in which these railroads, their officers, directors, stockholders and employees secured their holdings, if any, in these grain buying, storing and forwarding companies.

The circular is preliminary to the formal examination of witnesses by the Commission and is notification that the investigation will involve and require the following items of information

the railroad company and the owners or operators of elevators along or adjacent to the line of road are to be filed with the Commission.

5. The names and postoffice addresses of the ten persons, firms, companies or corporations who have been the largest shippers of grain over the railroad company's line since June 30, 1905; and, if known to the railroad company, what, if any, interest each or any of such shippers had during the time since June 30, 1905, in any elevator operated along or adjacent to the company's line of road.

6. The extent, if any, to which the railroad company is, or since June 30, 1905, has been, engaged in the buying or selling of grain, either directly or indirectly, through interest by stock ownership or otherwise in firms, companies or corporations engaged wholly or partially in that business.

7. The extent, so far as is known or can readily be ascertained, to which any officer, director or employe of the railroad company is, or since June 30, 1905, has been, engaged in the ownership or operation of any elevator or in the buying or selling of grain, either directly or indirectly, through interest by stock ownership or otherwise in firms, companies or corporations engaged wholly or partially in owning or operating an elevator or in buying and selling grain. Like information as to stockholders in the railroad company, so far as the same may be known, is to be given.

8. A description of all special facilities or privileges which the railroad company, during the three years last passed, has provided or granted under stress of competition or other conditions with a view of maintaining or increasing the volume of traffic in grain over its line or lines of railroad, giving in detail the particular reasons for the provision or granting of such special facilities or privileges, and stating also whether the enjoyment of any such special facility or privilege depends upon the amount of grain shipped at any one time, or the amount of grain shipped during a given period.

9. A list or statement showing in detail the methods of the company in the distribution of cars for the shipment of grain. This statement is to be accompanied by a sample of any and all distribution sheets and an explanation of the car distribution system.

It is expected by the Commission that it will require three or four months to obtain the information asked for, but no special difficulty is anticipated ultimately in obtaining it; and the Commission expected by the opening of the next session of Congress to lay before the Senate such information as may be of value to it in the formulation of legislation regulating the interstate grain traffic of the country.

### THE ELEVATOR ALLOWANCE CASE REOPENED.

On July 25 the Commerce Commission issued an order on the petition of the C. G. W., C., B. & Q. and A. T. & S. Fe. Ry. Cos. for a rehearing in the matter of allowances to elevators by the Union Pacific Railroad Co. The petitioners allege that the Union Pacific entered into a contract with Peavey & Co., under which the latter company erected grain elevators at Council Bluffs, Iowa, and Kansas City, for the transfer of grain for the public from incoming cars of the Union Pacific to outgoing cars of the connecting lines at these terminal points of the Union Pacific, and for this service the Union Pacific agreed to pay Peavey & Co. 1¼ cents per hundredweight. The complaining railroads allege that the facts are:

The elevators of Peavey & Co. were not built for such purposes and never have, to any considerable extent, if at all, thus transferred grain for the public; but were built and have been used solely and exclusively for their own use in the grain trade.

Concerning the case, Chairman Knapp, of the Commerce Commission, dictated the following statement:

In the early part of 1904 the Commission instituted an inquiry of its own motion in respect to allowances by the Union Pacific Railroad Company to certain elevator companies at Omaha and Kansas City. Upon the facts then appearing the Commission held that no violation of law on the part of the Union Pacific was established and therefore no order was made against that company. It has lately been represented to the Commission that the inquiry in 1904 did not develop all the facts in relation to the matter and that a further investigation should be made. Lately formal petitions have been filed on behalf of the C., B. & Q.,

from carriers engaged in the transportation of grain as interstate commerce, and railroads have been directed to file with the Commission specific statements embodying such information not later than August 15:

1. The name and location of each grain elevator along the line of the railroad, or upon any switch, sidetrack or spur therefrom; the capacity thereof; and which of such elevators, if any, are used solely for grain owned or handled and shipped by the operator thereof.

2. The name and postoffice address of each person, firm, company or corporation operating every such elevator; and, if known, whether the same is operated by the actual owner thereof, or under lease or other contract or agreement for use, and if the latter, the name and postoffice address of the actual owner of every such elevator.

3. Which, if any, of the elevators referred to in Item 1 are located upon the right of way or land of the railroad company, the terms and conditions upon which the use of such right of way or land was and is allowed, and whether the like privilege is open to all persons desiring to build and use an elevator along the line.

4. What, if any, interest through stock ownership or otherwise the railroad company has in any elevator as property, or in the operation thereof. Under this heading describe fully all of the relations of the railroad company with each and every elevator along its line, including not only any ownership or part ownership it may have therein, or financial interest in the operation thereof, but also any and all allowances which may be made to any elevator, or the operator thereof, by the railroad company. Also state specifically which, if any, operator of any elevator in which the railroad company has an interest, or to which it makes an allowance in money or otherwise for the elevation or transfer of grain, is a shipper of grain over the railroad company's line. Copies of all leases, contracts or other agreements between



A., T. & S. Fe, and the C. G. W. railways, asking that the proceedings be reopened for further testimony and argument, and the Commission has acceded to that request. The Commission is further induced to this course by reason of the resolution of the United States Senate adopted June 30, which directed the Commission to make an investigation of the subject of the elevator allowances and other practices in connection with the handling and transportation of grain. This direction virtually requires a re-examination of the case in question.

Chairman Knapp pointed out that, in the opinion of the railroad petitioners, the arrangement between the Union Pacific and Peavey & Co. gave the latter as grain buyers and handlers a distinct advantage over their competitors located on other lines of railroad, inasmuch as they received, according to the petitioners, pay for handling their own grain. This, it is admitted, amounts to a rebate.

No time has yet been set for the hearing of the case.

### FOREIGN COMPLAINTS.

A cable from Cologne, Germany, in July, said that the association of Rhenish and Westphalian grain importers has sent a circular to the various German and foreign chambers of commerce and produce exchanges regarding the alleged incorrect grading of American grain. The circular says the grain trade of Europe has complained for years about the improper certification of the grades of American wheat, corn and oats, which has involved losses of millions of dollars for importers; and adds:

"Thousands of cases of such alleged improper certifying are vouched for by sealed samples of grain and the original certificates, where wheat with a large percentage of the old harvest was certified as new, and where mixed corn, certified as A-1 grade, arrived at the port of destination totally ruined after a 10 days' voyage."

It is further charged that for some months American oats certificated as white clipped have contained a mixture of 30 per cent of barley.

The circular goes on to state that notwithstanding the fact the German Congress of Chambers of Commerce has tried for years to secure a proper grading of American grain the efforts have been without success; and the association says that as the entire international grain trade is interested in removing the evils complained of it asks suggestions for a line of common action promising to collate the material furnished by the answers, and if deemed best, to call an international conference to protect the trade against further losses.

Since the appearance of this circular, Swedish and Norwegian importers have demanded that "rye terms" be applied to corn shipments.

This European action was deemed sufficiently important for the Baltimore Chamber of Commerce to take official notice of it; and on July 16 its directors issued a statement in which, among other things, it said:

It is a fact that one condition in the American grain contract stipulates "official certificate to be final as to quality;" but we deny that the "calamity and the danger of the whole business is solely on account of this clause," as applying to Baltimore.

It is self-evident that merchants cannot afford to be derelict in protecting their customers, if they expect to hold their business; and as this association was founded primarily "to inculcate and maintain just and equitable principles of trade," the board of directors gladly welcomes any investigation desired respecting its methods of inspection.

Those familiar with the handling of corn must recognize that this cereal is subject to deterioration from climatic and atmospheric influences at certain seasons and under varying conditions, and it sometimes happens that damage is reported in the hold of a steamer next to the stokehole, when other holds turn out in good condition, and all of said grain was passed by the same inspector. This is a matter that our exporters have lately brought to the attention of the Board of Underwriters, with results which should minimize risks in the near future.

It has also been claimed that corn reached Europe in apparent good condition when landed ex-

ship, but afterwards depreciated when forwarded to the interior, thus showing conditions can arise in Europe over which an inspector or shipper on this side has no control, as corn will absorb moisture from the atmosphere, and this, with light and heat, will lead to germination.

Baltimore also defends its export inspection; and while regretting that "we are not infallible and that occasionally some Baltimore shipments have turned out unsatisfactory in spite of all the safeguards which we have found it possible to use, we do claim that we have as nearly perfect a system of inspection and supervision as can be established, and that our business is carried on with honest effort to promote good relations with all parts of the world."

New York imagines that some of the European complaints may arise from cargoes received from Newport News and Norfolk, where the inspection and drying facilities are now being improved;

absolutely dry corn it can secure such by simply paying the price for it, which it refuses to do. Some New York exporters even went so far as to offer to guarantee for a small compensation sound arrival of corn in European ports, which extra compensation the European importer would not allow. There has been no new business done in oats with the Continent for the last five or six weeks because home consumers are willing to pay a higher price."

### CONTRACT FOR GRAIN.

Secretary Wells offers the following form of contract for the purchase of grain, to be signed by the seller. If dealers would but adopt more generally this form of contract, or one like it, they would less often be disappointed by sellers who fail to keep their word about sales:

### CONTRACT FOR PURCHASE OF GRAIN

.....Bushels ..... 190..  
 I have this day sold to (name) .....  
 Bushels of good sound dry (Grade)..... (Kind of Grain).....  
 at the price of.....cents per bushel, to be delivered at.....Elevator at  
 (Station).....on or before the.....day of.....190..  
 I hereby acknowledge receipt of.....DOLLARS  
 to apply in payment on above Contract, and Certify that the grain thus sold is now in my  
 possession and is free and clear of all incumbrances and liens.  
 ORIGINAL .....  
 Seller

and it is admitted that there have been some shipments of corn which arrived in Germany in an unsatisfactory condition during the months of April and May, but it is explained in various quarters that this was due to the germinating season of the corn—a matter that always entails more risk to ship the cereal, and that later arrivals abroad have been unobjectionable so far as known.

Chief Inspector G. H. K. White, of the New York Produce Exchange Grain Inspection Department, says: "The charges are not definite because they do not specify any particular port. We have had some complaints, but they have been very few considering the amount of corn shipped from here; and the corn now being received there is in a satisfactory condition, and I do not look for any more complaints. As to rumors that there has been any looseness in the methods of inspection at New York, I want to say there is absolutely no basis to warrant any such impression. Those complaining most are the ones selling corn to exporters. They think we are too rigid. Apropos of this, I would be glad to have any exporter or representative of an exporter go aboard vessels and examine the grain being loaded.

"It is true that oats generally have shown quite a mixture of barley. The only wheat that there has been any quantity of shipped has been macaroni wheat, regarding which we have had no complaints here. There has been considerable dried corn, but it is almost impossible to tell the length of time such corn will keep in condition."

A German exporter at New York said:

There is no question that heavy losses have been sustained by European importers, especially on American corn, during the past three months, as such has arrived in very poor condition. However, more or less at this time of the year—that is to say, the germinating season—corn always includes more risk to ship. In former years we had a large stock in store here and in Brooklyn of corn dried in cribs in the field, but such has not been the case lately, one crop after another having been almost used up before the next arrived, and consumers at home, as well as abroad, were only too eager to get the new corn. On that account the quality has not been as good and dry as in former years, and the inspection perhaps has not been as rigid as in former years. New York enjoyed, and still enjoys, the preference over American ports as regards grading corn. Argentina has been favored somewhat this year by German grain dealers because of the former's exceptionally fine crop.

The same authority adds: "If Europe wants an

### LEGAL WEIGHTS IN MINNESOTA.

A. M. Sayre of Hills, Minn., a farmer, will institute a suit against the Farmers' Elevator Co. of Beaver Creek for the purpose of judicially determining whether elevators have the right to fix the weight per bushel at which they buy grain. Many complaints have reached the state Railroad and Warehouse Commission, and when the Sayre complaint was filed, the Commission advised him to file information with the county attorney of alleged violations of the statutes relating to weights.

Mr. Sayre alleges that he delivered corn to the Farmers' Elevator Co. at Beaver Creek, in Rock County, and that the company offered to settle with him on the basis of 57 pounds per bushel. Mr. Sayre demanded a settlement on the basis of 56 pounds per bushel, the statutory weight.

The Commission recently made a statement of the case, which says:

This is one of many complaints that have been sent to the Commission during the past year, alleging violations of the law referred to and which arise from the fact that the country buyers of grain attempt to protect themselves against loss from dirty grain of the coarse varieties which is not covered by a system of dockage as in the case of wheat. Out of this has grown many abuses, buyers in some cases having exacted even three or four pounds above the legal weight of oats and barley to compensate themselves for alleged dirty grain and carrying it to such extent that even absolutely clean grain must bear the discount.

The remedy suggested by the Commission for the present state of affairs is in the application of a dockage system, as now used in the case of wheat, whereby unclean oats, barley and corn can be properly discounted by fixed rules and clean grain taken at its full value as it should be.

Under the law creating the Board of Grain Appeals, authority to make grades and rules governing inspection and dockage rests with this Board. The Railroad Commission some months since brought this matter to the attention of the Governor, who appoints the members of the Board, recommending an extension of the dockage system to coarse grain as outlined.

No change in the rules has thus far been made, the matter being still under consideration by the Governor.

Harris McFayden, B. S. A., of the staff of the Toronto Mail and Empire, has been appointed to take charge of the seed and grain inspection branch in Saskatchewan.



## WISCONSIN GRAIN DEALERS' ASSOCIATION.

The fourth annual convention of the Wisconsin Grain Dealers' Association was held at the Blatz Hotel, Milwaukee, Wis., on August 7 and 8. There was an average attendance; that is to say, about 20 per cent of the membership, which seems to be about as large a proportional attendance as any state association is able to show on any except extraordinary occasions. President York was in the chair and Secretary M. H. Potter was present as recorder of events.

The address of welcome was made by B. J. Ellsworth, president of the Chamber of Commerce. He congratulated the Association on its growth, but in speaking of Wisconsin dealers in general he said they are open to the one criticism, that they are indifferent to association work.

President York responded briefly to the welcome, and then read his own annual address as follows:

At this, our fourth annual meeting, I am glad to welcome you all to our sessions; and when I say this I refer not only to our members proper, but to all dealers and everyone present who is in sympathy with or connected with the trade. I hope and trust this meeting will be a profitable one and of lasting benefit to each and every one of us. This will be greatly dependent upon and measured by our individual interest and our willingness to voice our sentiments.

During the past year the work done by our Association has been unquestionably of considerable benefit to all dealers; and while possibly our endeavors have not glistened nor sparkled, much credit should be given our Secretary for his dogged perseverance along certain lines, and his efforts backed up by a good membership are bound to bear fruit.

The meritorious work of this Association, I am convinced, is only limited by the number of dealers affiliated. In my estimation every progressive grain dealer in the state, whether large or small, should join the Wisconsin Grain Dealers' Association and pledge his co-operation in a work which is wholly directed toward his best interests and welfare. The fees and dues are nominal; and let me urge all our present members to make a personal canvass of your respective territories, inducing your competitors to join. By working along this line you will greatly benefit yourself and the trade.

Another thing I desire to impress upon the members is the fact that our Association is formulated with the view of investigating any and all complaints, and by making free use of your authorized agent, the Secretary, great good may oftentimes be realized. He is expected to perform special services for your account, and a more confidential and friendly relationship will tend to make him more valuable not only to you but to the Association itself. By organization the small dealer is protected, and the main idea is the protection of the weak in their battle with the strong. The more perfect our organization, the more assurance to the little fellow that such conditions shall be maintained as will give him equal opportunity with his brother. When the full intent of organization is accomplished, there will be no opportunity left for the exercise of the purposes of the so-called trusts. We can therefore be assured that associations and organizations of tradesmen which are honestly conceived and managed in a spirit of fairness, are wholesome and worthy of the approval and assistance of well meaning citizens.

Then let us see whether it really pays us individually to sacrifice the time and incur the expense necessary to join such organization. There are several sides to it, each one of which makes it worth while. There is an educational side, a social side, and a mutual protection side. There is no school where we can learn how to buy, grade, handle and market grain, therefore, we must secure what knowledge we get largely through experience. The only tutoring we get comes through the people with whom we come in contact each day; and the wise grain man seeks every opportunity for contact with his fellow dealer and with those to whom he sells or of whom he buys, absorbing all the information he can secure for the improvement of his own business methods. There are wise men in the grain business, but none is so wise that he can remain continually in his office, relying solely upon his own experience to learn all there is to learn.

The meetings of our state or our local associations, where the dealer meets his neighbor, broker or customer, invite a friendly relationship which adds much to the pleasure of the business and should be exhibited to customers and com-

petitors alike. Harmony is fostered by association, but between competitors it dies quickly if not given plenty of exercise.

Then, there is the mutual protection side of association work—the combined effort to ward off the evils and smooth over the rough spots that attach themselves to the trade. This is the primary object of all organizations. Here is where the opportunity is presented for the correction of abuses and the bettering of trade conditions. Here is where the strong should aid the weak and be able to look past their personal and individual needs to the general good. When the strong take control of the organization and disregard the needs of their weaker brothers, then will commence the fall of the organization. Let me say that it is the little country dealer who needs the organization and whom the organization needs. It is not the one whose volume of business puts him in a position to dictate terms to a transportation company who really needs the organization. If the control falls in the hands of such dealers, they must not forget that success depends upon the support of the multitude of small dealers. In their better position they must not forget the needs of their less fortunate brother. There is no room for smallness nor selfishness in any association. If this organization can be found at all times striving for the improvement of market conditions, for proper preparation of grain for market, for the faithful fulfillment of contracts, for the elimination of bad practices of all kinds among individual shippers and receivers, for a reasonable adjustment of railroad rates, for fair distribution of equipment by railroad companies and for a square deal on every hand, there will be small question as to its success.

There is a wide scope of opportunity for usefulness presented to this organization. There is continually being proposed, by legislative bodies, laws that affect our business and the watchfulness of a corps of efficient officers to safeguard our interests is needed. The transportation companies and their traffic associations are continually making new rules, and these need our combined efforts in order that we may maintain our rights. The recent repeated efforts to thrust upon us the non-negotiable bill of lading is a case in mind. That there is discrimination in railroad rates and that railroad officials pay little, if any, attention to fairness in distribution of equipment cannot be denied, although our Secretary reports there seems a disposition on the part of the railroads to equalize the distribution of cars in our state, and this fact has been particularly noticeable during the past year. The people are aroused about these matters, however, and if the laws recently enacted are not found adequate, others will be championed until the services of transportation companies shall be available to all without discrimination. It should be the part of this and like organizations to use their influence in a conservative manner to this end. Grain dealers are vitally interested in this question and should use every effort possible to have it fairly settled. The time should speedily come that when a rate of freight is named it shall be based upon the amount of energy required to carry the commodity to its destination, with a reasonable allowance for responsibility, based upon the value and nature of the commodity, but with absolutely no favoritism to locality and no influence from consignee or consignor. Commercialism in this day has, in fact, come to such a degree of aggressiveness that the business that does not take its stand and boldly look after its own interests is likely to be trampled upon.

We have also many abuses that need correcting before the transacting of business between the shipper and receiver can be considered altogether satisfactory. Terminal market conditions, while greatly improved, are not by any means the best; and until we secure uniform grades and uniform trade rules my opinion is that some friction is bound to occur. We need some things at the shipper's end of the line as well. We need better weighing, cleaning and handling facilities; and the very fact that since the country grain dealers have become organized much improvement has been made in this direction, insures to us that through the continuation of such organization more improvement will come. All rules of arbitration and the work of an arbitration committee are far more important than many dealers realize. The idea of arbitration and investigation is having a restraining effect upon both shippers and receivers who have been inclined to sharp practices or to carelessness in the fulfillment of contracts. All this usefulness is open to us, and all this good can be accomplished, but not by a few working overtime. The few can talk and work and see bright visions for the future, but they fail to succeed unless the country shipper and the friendly receiver alike reach in their pockets and dig up the necessary coin and then roll up their sleeves and get busy.

The work of any association rests largely upon the officers, but the membership can assist greatly by promptly meeting the demand for dues, attending the meetings, and seeking new members. At this time I want to call your attention a little stronger in regard to the payment of the quarterly dues. In order to carry on the work of the Association, it is necessary to have funds. It is uphill work for our Secretary to go ahead and lay out his duties without knowing how he is going to secure the necessary revenue to meet his obligations, and it is therefore necessary that all members be prompt in sending in remittances for dues.

I have not taken the pains here to go into the detail of the work that has been done, as the Secretary will cover that more fully in his report which you will receive later on. I hope that every member here and those not members will not be backward in discussing the different matters that come up before our meeting, and if any one has any suggestions or recommendations to make, we shall be glad to hear from you. I thank you for your attention.

Secretary Wells of Iowa, by request, made a brief talk on organization and the resulting benefits. Having briefly referred to organization in general terms, he illustrated his points by references to the work of his own association and what it had done in restoring harmonious relations in the trade of that state; to the work of the association's scale expert; to the special seed train work; to the work in terminal markets to improve weighing; to correct the delays in inspections; to improve the police protection of cars, etc. Mr. Wells also answered a number of questions. He did not anticipate much from state laws on reciprocal demurrage, as their influence cannot go beyond state lines; and shippers themselves are careless and do not safeguard their own interests.

Scale Examinations.—The work of the Iowa scale expert awakened some interest. Mr. Egerer, who has five or six scales in constant operation, finds it necessary to go over them as often as once a year; and the expense is considerable. He thought that if, as in Iowa, the state were grouped and the dealers in each district grouped together would have scales examined about the same time, the cost would be reduced. He would favor a resolution authorizing the secretary to take up the work of scale examination and repair.

Secretary Potter said the former secretary of the Association had taken up the work, but had found so few dealers willing to go to the necessary expense that it had to be abandoned. He added that he wishes to resume the work, and will do so if enough members signify their willingness to co-operate to make it possible to put an expert to work.

Mr. Wells said that the only way to start a system of scale examination is to go ahead with the work without waiting for the members to act—go ahead and get members in line afterwards. But, he said, you'll find serious trouble in getting an expert scale man. The factories have them all engaged. The Tri-State Association has been hunting for one for a long time and has not found him yet. You want a man who can make all ordinary repairs on the ground, not one who must send scales to the factory for repairs. Don't go ahead with the work unless you have the right man, for otherwise you will have trouble. In Iowa this work is becoming a profitable business, as the association's expert repairs scales for all classes of owners, not grain dealers alone.

Type Samples of Barley.—Secretary Potter said that some fault had been found with the type samples of barley sent out last year. As the barley crop was a varied one, the three type samples were not found sufficient to cover the requirements of all the trade, and he would advise increasing the number to at least five samples. The lower the grades of barley offered, the less useful the samples were found.

James Templeton said he found the type samples of great benefit, as they gave buyers a pretty accurate idea of what barley is worth on the Milwaukee market, and were a valuable guide in buying to ship. He thought three samples



enough, however, as they cover all the cheap grades except feed barley.

Mr. Templeton introduced in his remarks on the type samples some telling points on the benefits of association work from his own personal experience, and also the difficulties he encountered with competitors who would neither join the Association nor act along the lines of association ethics.

Mr. Bishop, of E. P. Bacon & Co., Milwaukee, suggested that the type samples should be renewed two or three times during the season as fast as the grain dries out and bleaches in color.

Mr. Mueller, of Ruplinger & Co., Allenton, said the samples were of little use to them, as they had barley which was both better and worse than the samples.

Country Members and the Milwaukee Chamber of Commerce.—Secretary Potter said there has been much comment on the recent action of the Milwaukee Chamber of Commerce, which prohibits the making of reductions of commissions to country shippers who are also members of the exchange. The rates are  $\frac{1}{2}$ c a bushel, or say, \$6 per car on an average; and commission men say they cannot afford to give the business the time that should be given to each consignment at the cut rate of \$3.

Mr. Bishop was called on, but after some demur admitted that the tendency of the cut-rate was to impair the quality of the service, and bring disrepute upon the exchange. Commission merchants' profits have not kept pace with those of other lines of business; and the commission man has had to render more service for the same pay. For example, he has to pay the interest on shippers' drafts pending delivery, after sale of the grain, by the carriers—a charge that has been known to eat up 50 per cent. of the commissions received. Country shippers have been known to join the exchange just to get the cut, the equity of which is not apparent. So the rule was made putting a stop to the cut-rate.

Mr. Templeton said the commission man is worth his hire at full rates, and he, for one, was quite willing to pay his charges. It's worth while having a man at the terminal to look after a shipper's interest; and the full rate is none too much in view of the character of the service to be rendered.

F. W. Pynn of Hartland, thought that country dealers should keep out of the exchanges and let the commission men run that end of the business. He had been shipping for three years and never had had a complaint to make of the service he had had.

Mr. Saemann, of Noah Saemann & Co., Adel, thought that if the Milwaukee Chamber of Commerce offered a cut-rate to its country members, they were chumps not to avail themselves of that cut. He had to compete with city members who came into his territory to buy grain and scoop it into cars, taking but a cent of profit while he has to take 2 cents to play even.

Mr. Bishop explained that the cut was originally made by certain commission men to steal trade from other members, the rules formerly permitting a cut to members, and the result has been that the discrimination has passed along the line so that all country members got the benefit of it until the new rule put an end to all of it.

Scoop Shoveling.—Reports by members indicate that this method of doing business is rapidly dying out in Wisconsin. But Mr. Templeton said there was an equally unfair tendency developing among regular dealers to divide the profits on grain brought in for feeding purposes that ought to be stopped for a regular margin to be established and maintained.

Milwaukee Weights and Inspection.—Secretary Potter said he had found that Milwaukee weights are very satisfactory, and asked Mr. Bishop to speak to that subject.

Mr. Bishop said that good weights of barley

are more important than the grading, since it is all sold by sample, so the grading is merely an indication of values and a guide to buying in the country. However, now that a "call on grain to arrive" is about to be established at Milwaukee, the grading will cut a more important figure than formerly.

He then described the methods in vogue in the weighing department, which are substantially those now used by all first-class markets. No dockage is taken. The service on team tracks is especially good. There are two scales—department and railroad—and teamsters must weigh in and out on both, and if there is any discrepancy it must be corrected before the team can move away. The department also guards the car while in process of unloading, and sees that the car is emptied and swept out and all the grain weighed and taken away. The railroads co-operate in every way. In fact, the weighing service at Milwaukee is so well systematized that shortages are now due entirely to the shippers themselves and to accidents in transit.

As to inspection it is said to favor the shipper, but as to barley is really unnecessary, except that when grain is consigned "no inspection" it might be difficult to find the cars promptly, as in such case they are not set out on arrival on inspection tracks and disappear in the mass of general merchandise cars, and are very hard to find and get moved unless consigned to a specified elevator.

Hon. T. J. Fleming, a candidate for Congress in a certain Milwaukee district and a well-known dairy farmer of Wisconsin, made an address on the relations of the grain dealer to agriculture. The dealer is a part of the system, at one end of which is the farmer and at the other the consumer. In speaking from the farmer's standpoint the dealer is entitled to a just compensation for his services—so much per bushel, so that his income is dependent on the volume of grain shipped. As Wisconsin is a dairy state this may be reduced unless dealers encourage the production of grain by handling it so that it will be more profitable to ship grain than to feed it or to convert it into dairy products. As the dairy increases the fertility of the land, the surplus grain to be shipped should increase, and will, unless the dealers make it unprofitable to farm for such surplus. The country dealer labors under one drawback; he is looked upon by many as the only link between the farmer and the consumer; wherefore dealers ought to organize to correct all the evils of the grain trade that tend to take from the farmer more than a fair cost of getting his grain products to the ultimate consumer.

Claims.—Secretary Potter said that if shippers were positively sure of the amount of grain they load, when a claim is made, and could in all cases prove their losses, they would have no difficulty in recovering for such losses from the railroad. And the only way to be sure is to having weighing facilities for grain loaded into cars. The most important matter in this connection now in dispute is the deduction of  $\frac{1}{2}$  of 1 per cent for natural shrinkage. This is objected to on the ground that it is excessive.

President York said members do not make use of the Secretary as they should for the collection of claims.

Mr. Bishop having said that shippers should own track scales for loading out, Mr. C. H. Thayer, of Mumford & Co., Chicago, said that hopper scales are considered much safer and better than track scales for many reasons. No one really considers the weight taken on a track scale as anything more than an approximation.

John Buerger, of F. Krauss & Co., Milwaukee, said it was a waste of time to weigh grain consigned to Milwaukee if cars are coopered to prevent leaks and no wreck occurs.

But President York said it was not fair to either the shipper himself or the commission man not to weigh cars—a view Mr. Bishop seconded, saying that the complaints about weights that the

commission man has, come almost exclusively from those who never weigh their grain.

Mr. Pynn said the same thing occurs in the country—the farmer who guesses at his weight is the hardest kicker when his guess proves to be too high.

Secretary Potter reminded all that claims should be presented for payment when claims exist; but that all claims must be backed up by proper documents in substantiation of the claim. When these are in perfect condition few claims are reported.

T. F. Williams of Beaver Dam reported that the Secretary had collected a claim after he had failed to do it himself, and that hereafter he would send all of them to the Secretary.

After appointment of committees, the meeting adjourned.

#### Wednesday, August 8.—Second Day.

President York having been called home by urgent business, and Vice-President Templeton by illness, G. H. Schroeder of New Holstein, chairman of the board of managers, presided at the Wednesday sessions. The morning session was opened by an address by Prof. R. A. Moore of Madison, on the "Selection and Dissemination of Seed Grain." Professor Moore said:

I again find myself honored with a position on your program, and I assure you that I greatly appreciate this mark of respect. Your Secretary has asked me to speak on the subject of "Selection and Dissemination of Seed Grains," which I regard as a subject of vital interest to the farmers of to-day. The Wisconsin farmer, of necessity and environment, will, to a large extent, remain a general farmer. Those residing near cities will become specialists in raising fruits, vegetables, etc., but the rank and file of the farmers of the state will grow general crops and combine this with the largely increasing live stock industry.

Energy Put Forth in Improving the Herds.—For more than half a century efforts have been put forth by the Wisconsin farmer for the betterment of his herds and flocks until no one worthy of the name of farmer would think for a minute of using scrub sires for mating his farm animals. He well knows the value of the pure-bred sire for productiveness of the proper type of animals the market demands. While this grand progressive work has been going onward and herds and flocks of national reputation have been established within the borders of our state, very little, if anything, has been done until of recent date for the establishment and maintenance of standard-bred grain crops. Scrub oats, corn, wheat, rye and barley have been grown from year to year with little regard to the breed or variety of whether a standard could and would be maintained.

Let us again examine the live stock industry and note the damage that could be wrought in a single year by careless mating. The painstaking work of a good breeder for a generation could soon be brought to naught by a few years of the carelessness now applied to grain culture.

A state that grows annually eight million acres of farm crops, valued at over 100 million dollars, can well afford to pay the same attention to standard-bred crops as to pure-bred cattle and exercise the same care and judgment in selection and purity of production.

The department of agronomy, at the state university, is especially interested in the breeding and dissemination of grains and forage plants and in this great work we ask your hearty co-operation.

We feel that there should be great grain centers of the state noted for the growing of certain varieties of barley, oats, rye and corn. Instead of Wisconsin farmers attempting to grow one hundred, or over, varieties of corn, oats or barley, we should develop by breeding two or three varieties in accordance with locality and environment, and have these grown exclusive of all others. The energy of the state should be centered on two or three varieties of grains and forage plants instead of several hundred. When this can be done we can look for rapid improvement in farm crops.

The efforts already put forth by the College of Agriculture and Experiment Association is attracting attention far and near. [The Professor here explained at length the methods employed in the propagation of pedigree seed.]

With the Experiment Association as a factor to aid in the growing and dissemination of pure-bred grains, the day is near at hand when Wisconsin will head the list of states known for the quality of her grain production. Wisconsin has



been foremost in the eradication of smut from her oat crop, saving millions of dollars to her farmers and experiments for the eradication of barley smut have been so satisfactorily demonstrated this year that the barley smut will be eradicated as soon as the method is put into practice.

Tests for the eradication of wild mustard from grain fields have been so satisfactorily demonstrated that there seems no doubt but that the obnoxious wild mustard can be effectually eradicated by the use of an iron sulphate solution, which in no way injures the grain crop.

The seed growers of the state and the farmers in general should pay strict attention to the treatment of seed grain for the prevention of smut and the eradication of mustard and obnoxious weeds from their lands in general. The grain fields of the West have become so contaminated with obnoxious weeds that it is no longer safe to purchase seed grains of so doubtful a character.

Wisconsin must become the home of her seed growers, and farmers in general who purchase seed must have some guarantee against contamination of smut and obnoxious weeds. Wisconsin grows fifteen million bushels of barley annually on one-half million acres of ground. We should grow nearly double that amount on the same acreage, if we but pay attention to the proper breed of barley sown for the season's crop. The same thing can be said of corn.

We are securing an average of less than thirty bushels of corn to the acre, a fairly good yield for scrub corn. Several hundred members of the Experiment Association, who grew standard-bred corn last year, secured an average yield of sixty bushels of shelled corn per acre. The Experiment Station grew seventy-three bushels per acre.

Living in these days of high-priced lands and small margins, it makes a great difference to the farmer, whether he is able to grow thirty bushels of barley or corn to the acre or sixty. The difference is sufficient to mean success or failure to the average farmer within a very few years.

For eight years careful attention has been given to a variety of barley at the Station farm; it has been bred for quality and productiveness. I have no doubt when returns are received from many hundred co-operators (some 300 farmers this year) who are growing this standard-bred barley, that a wide difference of yield in favor of this barley will be reported. No less than 50,000 bushels of Oderbrucker barley will be grown in Wisconsin this year; and I hope practically all of this barley will be used as seed in order to get this special variety disseminated as far as possible. From tests made it is said to be par-excellence as a brewing barley, and its high protein content leaves no doubt of its feeding value. Further tests will be made the coming year by malsters to determine its efficiency as a brewing barley. We hope to get this variety of barley so disseminated in certain localities that it will be possible for grain dealers to purchase several thousand bushels at a single station for shipment. This will insure uniformity in malting that cannot be secured when the malster has to remain content with a mixture of a score or more varieties of barley for a single brew.

Working with and knowing the value and superiority of standard-bred grains, I sincerely hope the gospel of grain truth can be hastily disseminated among the farmers of Wisconsin. In this and in many other ways your Association can be a very helpful factor.

After some discussion of Professor Moore's paper the Association took up the question of reciprocal demurrage, Secretary Potter introducing the topic and calling on H. L. Goemann of Toledo, president of the National Association, who said the car service problem is a big one, but those who have made the reciprocal service a study have about concluded that prompt service is of more importance. This means that carrier, receiver and shipper shall be equally prompt and energetic in keeping up the movement of cars, and when this mutual service is in force, as at Pittsburg at this time, there is little complaint of congestion. Mr. Goemann does not think that the carriers will reciprocate in payments. The "average system" also is going out, the effect of this system of charges and credits on demurrage account, settled weekly, fortnightly or monthly, having in practice a tendency to congest traffic, and to give big shippers a decided advantage. Of all the railroad laws recently passed, Mr. Goemann

thought the Virginia law the best, as it keeps cars moving and forces shippers and receivers to do their share in keeping up this movement.

Mr. Clapp, of the Wisconsin Car Service Association, spoke to the same effect. He added, however, that no railroad is greater than its terminals, and it is useless to force a movement that cannot be taken care of by the terminals. The "average" plan of demurrage, he said, worked badly, and he cited the fact that the author of that system was able to tie up only 300 cars a day by the 48-hour demurrage system without paying demurrage, while under the average system he could control 1,700 cars daily without cost to himself; and a return to that system would be a step backwards.

Mr. Lytle, of the Lytle-Stoppenbach Co. of Milwaukee and Jefferson Junction, called attention to the fact that on all other classes of freight than grain the carriers provide storage in depots, or warehouses. But grain men have to provide elevators, and, where these stand on railroads lands, be ready to "get out" on sixty days' notice, however unfair or arbitrary such notice may be, and go to other expense not forced upon other shippers; yet the carriers squirm if asked to move our stuff for us as promptly as other goods are moved. Grain men are really entitled to more consideration but get less than other shippers. Another thing, the demurrage is unfairly taxed. For example, in January-April no reports came from his elevators of demurrage caused, yet he was charged \$40 by the Car Service Association, which was subsequently reduced to \$17 when the facts were fully investigated. Agents do not record the time correctly on which to base a demurrage charge.

Mr. Goemann then made an address on "Organization," in part as follows:

Individuals are unable to get the results which can be gotten through co-operation; and in order to co-operate successfully one must support organizations which have for their purpose the securing of benefits for the members of the trades in which they are interested. To-day there are few lines of business but are represented by an association, some of them very strong with from \$25 to \$50 per year, and their members must certainly feel they are getting value received, or they would not continue to pay those dues. Every merchant or manufacturer who has at heart the prosperity and well-being of his business is needed as a member, not alone for the common good but for his own also; and everyone who takes pride in his calling and who believes in its future should be willing to do his share and support an association.

I find in my experience that the great trouble with the average grain dealer is, that he is unwilling to devote a little time to his organization, and in addition also, he does not care to put up any money. It is absolutely necessary for organizations to have both the financial as well as the active moral support of the trade which they represent, for otherwise the officers who are elected to fill the various positions—especially the president and secretary of an association—find it difficult to get the results which are necessary for the success of the association, and for the benefit of the members at large.

The greatest difficulty I find among associations is that it is hard to interest dealers in the organization, and of those that do belong, quite a number belong in a luke-warm manner; and where this is the case it is extremely difficult to get the fullest results. I feel sure that if the grain dealers at large would take more interest in their various organizations, they would derive greater benefits than they are enjoying at present.

I do not believe in combining and fixing an arbitrary buying price, but I do believe that competitors should be on a friendly footing, often talking over business matters in a general way, and knowing that it is absolutely necessary to have certain margins in order to do business successfully—for no man can continue in business and lose money indefinitely. I always find it a good plan, therefore, to be on a friendly footing with my competitor, and I am sure that it leads to the very best results. I do not believe that any farmer will object to a grain dealer having a fair margin of profit, because he then knows that he will get full value for the grain that he sells, as well as an accurate weight for every pound that he puts over the warehouse

scale; while on the other hand, if the dealer is handling the grain at a loss, the temptation to mis-grade and to discount the grain sharply or to give bad weights, is very strong.

A short time ago a certain dealer wrote me, saying: "What good is this Association that I belong to? We are harassed by the railroads, cannot get cars, nor get our claims paid, and terminal market abuses are many, and in consequence we are losing money." I wrote him that all this was largely his own fault in that he did not make his organization stronger by his personal attendance at meetings, and also in not inducing others to join the Association and give it added strength—thus enabling the Association to correct abuses through its greater influence and financial strength. I find at the meetings there are usually a few faithful members who always attend and do the work, and in consequence many times the remark is made that the Association is run by a clique, and therefore general interest is lost. This is not the case, however; it is simply because these men who have the interest of the Association at heart and do not want to see it go to pieces step in and do the work necessary to keep it going, although they are doing so at quite a sacrifice to themselves, with no reward in sight.

I am not so familiar with the detail work of the state organizations, and am, therefore, unable to put before you the various direct benefits that you will get from your state organization, but I am sure that there are a great many matters handled by your secretary which benefit you, if not directly, indirectly, to a considerable extent.

If you will pardon me, I will say a few words about the Association which I represent.

The National Association is working on various matters, and any or all of them, if accomplished, will be of the greatest benefit to the small shipper in the various states; therefore the country shipper should support a state organization, and also see that his state association belongs in an affiliated way to the National organization, and in that way get all the benefits possible and assist in adjusting abuses, both in the grain trade and in legislative matters.

At the last session of Congress, through the efforts of the various organizations and with the assistance of our worthy President Roosevelt, Congress finally put through the rate bill—which I hope will be of benefit to not only every shipper, but to the railroad companies as well, and I believe that after this law is working fully it will be found to be of benefit to all concerned. This law, however, is no protection to the shipper as far as the bill of lading is concerned, and which matter is quite a serious one.

The American Bankers' Association has had a bill before Congress regarding a bill of lading, but in my judgment this bill of lading is not broad enough and does not protect the shipper fully, the bank bill relating only to the negotiable feature. We, therefore, must try and get a bill of lading that will be uniform in all sections of our country, and also protect the shipper, the banker and the railroad, and with the assistance of the grain dealers of all the states, we ought to be able to get a bill passed that will be fair and just to all.

The National Association has also gotten up uniform trade rules, which are being adopted by some exchanges and associations. We are also working on uniform confirmation blanks, better crop reports, uniformity in grading of grain in the various markets, and are also trying to work closely with the various kindred associations in order to get the best results in matters of legislation.

The other day I picked up a daily newspaper and was interested in a sermon, the subject of which was, "The Man and His Business," and I quote a part of it as follows:

"In choosing a business every man should ask himself three things: First, what things he could do; second, what things he could do best; and third, in what one business could he be most of a man and do most for his fellow-men. Every man should be bigger than his work, and money should be a secondary consideration. The man who lived in the largest sense received only a part of his wages in money."

And so I hope that associations will help to remove selfishness and make us more broad and liberal in our views, and that we will adopt the motto of the National Hay Association, "Not for self, but for all." I believe the time will come when we will all recognize that through co-operation in various organizations, we, one and all, will be benefited, and the Association perpetuated on a successful and useful career.

Mr. Lytle presented a resolution on the subject of acceptances on the Milwaukee Chamber of Commerce, which was read and referred to the committee on resolutions; and the Association thereupon adjourned.



## Final Session.

In the afternoon Secretary Potter read his annual report, as follows:

It is particularly gratifying to me to notice such a reasonably fair attendance at this, our fourth annual meeting, and the following report is respectfully submitted for your kindly consideration:

About one year ago I had been in office only something like four months, therefore my familiarity with conditions in this state, likewise my acquaintance with members and the trade, was more or less limited.

After making careful investigation of the problems which confronted us and feeling the pulse of our affiliation, it became quite clear to me that interest was waning directly through lack of confidence in our organization. Inattention to office details and rather loose management was found to be the cause, and the work of restoring proper confidence and interest has been arduous and at times discouraging. The lack of funds to promote certain worthy projects has also been embarrassing and necessarily has contracted our usefulness. More reports and literature bearing directly upon matters of importance to shippers should be mailed our members, more special and valuable information should be given our affiliation; and another thing of great importance to insure the steady growth of our Association, making it thoroughly useful, is the necessity of personal visits by your secretary, not only upon members but other dealers who do not thoroughly appreciate the intent and purpose of our organization.

I believe strongly in the holding of local meetings. By getting the dealers together in certain localities which are torn by dissension and misunderstanding at times, little heart-to-heart talks are productive of much good, and all these things accomplished will reflect credit upon our Association. All of our aims in such directions as outlined are within our reach and can be realized by a little persistent effort on the part of each and every one of us. Let one new member be our slogan from now on, and this Association will be made a power of good influence. No one, I say, need be ashamed of his connection with our organization. Our work is conducted along broad lines, we endeavor to be eminently fair and conservative, holding closely to that which may be termed legitimate and honest.

We value public opinion; and I want to say right here that any organization which is formulated with the intent of establishing combinations for the favored few or any association which practices coercion to the extent of downing the small dealer, must sooner or later come to grief.

Our Membership.—We have to-day 212 elevators listed in membership with this Association, and we ought to have at least double that number; and we can secure this 100 per cent increase if every member will delegate himself a committee of one on membership. During the past year there have been 12 withdrawals for one reason and another, the principal one being that those so doing were too narrow for the work. Of this number five either sold out or discontinued buying. However, we have added 14 new members and the prospect for a further and material addition seems encouraging. We have also secured associate membership from 11 terminal dealers, and I believe this number can be doubled in another year, as others have expressed their intention of joining. All this certainly bespeaks confidence in our work and will tend to bring about a closer relationship and better understanding between shipper and receiver. We can and will show our appreciation of this frank and open support, and they in turn can do us a great deal of good.

The following terminal firms are at present listed, with dues amounting to \$10 per year, paid in full: Rialto Elevator Co., J. V. Lauer & Co., Lyman Grain Co., I. H. Lowry & Co., W. M. Bell & Co., I. Bartlett & Sons Co., F. Kraus Co. and Frank Grain Co., all of Milwaukee; Mueller & Young Grain Co. and Northern Grain Co. of Chicago, and Goemann Grain Co. of Toledo, Ohio.

We invite every terminal dealer who is willing to pledge his co-operation toward the honest and legitimate protection of our members and regular dealers to join, and if your receiver or your commission firm is not included in the list just referred to, you will greatly aid us by soliciting his affiliation.

Railroads and Claims.—It occurs to me from numerous reports received from the country that less trouble has been experienced this last season in securing equipment than for several years past. There have been some exasperating and aggravating delays, but in a general way an improvement could be noted. Quite a few of our members have appealed to me at different times, stating they could get small satisfaction from their local agent, and I believe in every instance

cars were secured and furnished, generally very promptly. The St. P., C. & N.W. and W. C. railroads have shown a friendly disposition to help our members out; and please remember your secretary is always glad and willing to intercede in your behalf.

Since our last meeting and pursuant to my recommendation, fourteen railroad claims have been placed in my hands for adjustment by members. Of this number, we have secured settlement on six, two have been absolutely declined for very good reasons, one account was withdrawn for private settlement and five are still under investigation.

This department of our work is fast becoming an important one and I endeavor to give it my best attention. With my experience in railroad work, I feel we can be of money service to many of our small shippers especially, and please feel free to call upon us. Our Association influence in such instances, remember, counts for much more than individual effort, and all detail work incident to the handling of claims is carried on there, our offices are offered entirely gratis to members.

Arbitration.—Not one case has been referred to our arbitration board since our last meeting, although several cases and complaints have been settled through our Milwaukee office. This fact bespeaks a spirit of fair-mindedness and reasonableness which is commendable. A correct and impartial decision was rendered in each instance and those interested seemed to be well satisfied with our disposition.

Type Samples.—Type samples of barley will again be gotten out at as early a date as possible, or as soon as anything can be settled upon considered representative of the crop, and a set sent to all members who desire them. As stated in our open discussion, one year's experience has convinced me that, instead of putting out three types, we should instead have either five or six, with a range of, say, fifteen cents. This will make our quotations of values of greater benefit to country buyers and prove a decided improvement. On the last crop more attention was paid to our cards than ever before and buying on grade is becoming a common practice, all of which is a move in the right direction. Not a few of our members made a practice of sending me special samples for quotation, and my services in this regard are always cheerfully offered.

Seed Trains.—During the last few months I have been agitating the seed train proposition, which has proven such a decided success in other states, viz., Iowa, Minnesota and South Dakota. We have had considerable correspondence with the Agricultural Experiment Station at Madison and now await their assurance of active co-operation. Two railroads have been approached upon the subject, and the project seems to meet with their approval. If this matter can be brought to a successful end, much benefit will be accorded the farmer, the dealer, the receiver and incidentally the transportation lines. The Experiment Station at Madison and its seed farms are doing much to improve and increase the crops in Wisconsin, and following the theory of conducting our work along broad lines, we should do whatever possible to aid them in their meritorious endeavors. Certain varieties of grain have been found through careful experiment to be best adapted to our soil and climate, and our dealers who handle and sell seed grain can do much toward the introduction and distribution of good seed.

Complaints.—It is gratifying and reassuring to note a gradual decrease in the number of complaints lodged with this office, especially as regards the solicitation of shipments from those not having elevator facilities—in short, scoopers; and I am glad to report that we have received the assurance of practically all the Milwaukee members that they are perfectly willing to protect the country dealers by confining their market letters and quotations to regularly established dealers.

A few complaints have been made account delayed returns and delayed fulfillment of purchases of corn, feed, etc., and in every case we have given such complaints our personal attention, and the result has so far been eminently satisfactory. A great many of these minor difficulties can be profitably settled through this office, and be assured our assistance is cheerfully offered.

In behalf of the flour and feed dealers who are members, and to solidify and strengthen our Association, I have made several attempts to interest the millers of our state in taking out associate membership in this organization. So far little has been accomplished along this line, and I cannot but believe they are making a big mistake in not joining hands with us for the mutual protection of themselves and their country distributors. To the few millers who do belong, I desire to say that some large Western concerns are making a practice of shipping their feed and

millstuffs in straight and mixed car lots to consumers, and full report of such practice is requested from those directly affected.

I invite you to use the secretary's office as a sort of information bureau. Your confidence will not be abused and neither prejudice nor personal feeling will enter into our replies.

In conclusion, let me explain the dues to our Association amount to \$12 per year, per elevator, paid quarterly; and if fully this amount is not realized through benefits derived, I am inclined to believe the member himself is considerably at fault. I take this opportunity of thanking the members for their able assistance during the past year and the active co-operation of by far the majority. Many courtesies have been accorded me, all of which are deeply appreciated.

The report was adopted as read.

The treasurer's report showed receipts of \$2,795.77; expenditures, \$2,738.27; leaving on hand \$57.50, and one quarter's dues now due. The auditing committee, by S. N. Knudson of Mondovi, chairman, reported the statement correct; and it was approved.

The following resolutions were reported by F. J. Egerer, chairman, and adopted as read:

The Association thanked the members of the Milwaukee Chamber of Commerce for the entertainment of the Association at this meeting.

The Association thanked S. G. Courteen of Milwaukee for permission by him to the secretary to use a membership of the Milwaukee Chamber of Commerce to gain information on the floor of the exchange.

The Association thanked the officers of the Association for their work.

The Association thanked all those who had read papers at this meeting.

## ACCEPTANCES AT MILWAUKEE.

Resolved, That, in the opinion of the members of this Association, the receivers of grain in Milwaukee should take such action as will protect the shippers of grain by requiring the acceptance or rejection of cars which they may purchase, within 24 hours from the time the sale is made.

## SCALE EXPERT.

Whereas, Quite a few members of this Association favor the employment of a scale expert, to inspect and repair the scales of country shippers, be it

Resolved, That the secretary be instructed to correspond with shippers with a view to ascertaining the wish of the majority and to act accordingly.

## NATURAL SHRINKAGE.

Whereas, A number of railroads in settling claims insist on an allowance of  $\frac{1}{2}$  of 1 per cent to cover natural shrinkage; and,

Whereas, Careful records of a large number of shipments of grain prove conclusively that the loss in transit due to what is termed "natural shrinkage" is less than  $\frac{1}{4}$  of 1 per cent;

Resolved, That the Wisconsin Grain Dealers' Association protests against such unwarranted and arbitrary deduction, and strongly recommends that the officers of this Association use such means as are in their power to discourage such practice on the part of the various transportation lines.

## SCOOPING.

Whereas, This Association has placed itself on record as not favoring scoopers, and has through its influence discouraged to a great extent the practice of scooping; and

Whereas, This method of buying grain only tends to demoralize the market and to create a false impression as to values in the minds of the farmers; and,

Whereas, Those generally interested in doing a scooping business are often an unreliable and irresponsible class, not having an investment in the territory in which they buy;

Resolved, That we further strengthen our labors tending toward the fair and just protection of our members and regular dealers by requesting receivers and commission men to assist us.

Wm. Sink, chairman of the committee on nominations, reported recommending that officers be elected as follows:

President, R. E. York, Portage.

Vice-president, James Templeton, Templeton.

Directors—G. H. Schroeder, New Holstein; S. N. Knudson, Mondovi; C. H. Fintel, Genesee; M. N. Aetenhofen, Random Lake. The report was adopted and the gentlemen declared elected. (All are re-elections save only Mr. Aetenhofen, who succeeds C. W. Cheney of Eau Claire.)

Standing committees were then announced as follows:



Arbitration.—R. B. Clark, Chippewa Falls; L. Laun, Elkhart Lake, and T. J. Egerer, Chilton.

Type Samples.—B. G. Ellsworth, J. A. Mander, J. V. Lauer, Milwaukee.

Membership.—R. A. Ritchie of Manitowoc, A. Pierre of Oconto and F. W. Pynn of Hartland.

Legislation.—Chas. Morey of Appleton, Simon Grasser of Sheboygan and A. J. Cox of Osseo.

The meeting then adjourned sine die.

### AN IOWA ELEVATOR.

M. E. Blazer's elevator at Churdan, Iowa, is a new house which contains all the equipment needed for the economical handling of grain through a moderate sized house in western central Iowa. It is a cribbed structure, 20x30 on the ground and 51 feet high, built of 2x6's to the

size, and 24 feet high, with a 4-foot space in the center for the sheller and for ventilation.

The owner is very well pleased with his new house, which, with the outlook for grain now present, should be very busy as soon as the new corn crop begins to move.

### CALL ON CORN AND OATS TO ARRIVE AT CHICAGO.

In spite of the opinion of the Board of Trade attorney that the proposition to establish a call on corn and oats to arrive would be likely to be adjudged an illegal restraint of competitive trade, as it limits the price at which members may send out bids for grain to the country between the close of business one day and the opening of the market the next, the rule creating the

cess of the new rule, Messrs. Pope & Eckardt Co. on August 2 wrote this office as follows:

We desire to say that the "Call on corn and oats to arrive" at the close of the regular session began with the week and already shows that the claims of some of those who were opposed to the rule originally were entirely and absolutely unfounded. Although it is a radical departure from previous methods, the attendance on the "Call" shows no lack of interest, and a fair volume of business is transacted so far each day. We believe that it will result in establishing a competitive, open market, for the purchase and sale of corn and oats to arrive; and there are conservative and good people in the trade who believe that it will eventually develop a big trade, offering much better facilities than any other in the market for the interior dealers to place either corn or oats for forward delivery with such time for shipment as seems to best meet the conditions as they may exist in the market and at home, from time to time.

It is not the purpose of this rule to fix arbitrarily a price which shall be bid to the interior; but after the closing price has been established in the open market, the rule provides simply that proper consideration must be made for the regular charges for commission, which are provided in the rules of the Board of Trade. The right of the Board of Trade to prescribe rules for minimum charges to be made for commission, has been tested in the courts and is reasonably well established.

The right to demand proper compensation for service rendered or for legitimate margin for merchandising profit, are everywhere conceded and are in fact the basis for success and financial responsibility.

Still later (August 10) the Chicago Record-Herald's "Speculative Gossiper" said:

There was a brisk trade on the call for cash corn and oats to arrive. First trades of new crop corn for this year's delivery were made. Commission men are getting a good many orders from the country for execution on the call and the latter promises to be a distinct success. Some of the early opponents of the call are now its staunchest supporters after observing its practical workings and the benefits to all concerned. Much better prices were realized on the call in open market than had been secured during 'change hours earlier. Standard oats brought  $\frac{3}{4}$  cent over September on call, as against  $\frac{1}{4}$  cent during the regular trading session, when the seller had been compelled to hunt up the buyer. No. 2 oats sold at a discount of  $1\frac{1}{2}$  cents under September on the call, as against  $1\frac{1}{2}$  cents previously. Differences in corn were equally marked. Elevator people were competing with industrial buyers for the grain offered to arrive.

The favorable attitude of the trade to the new rule and its success is so apparent that the Milwaukee Chamber of Commerce will certainly adopt one of similar import; while many well informed men of the trade are confident that before long the rule will be universally adopted by all American grain exchanges.

### ATTACK ON THE DULUTH BOARD OF TRADE.

The hearing of the action brought by the Minnesota Farmers' Exchange to declare the Duluth Board of Trade an illegal combination in restraint of trade was begun before Judge Dibell at Duluth on July 16. The Exchange's bill declares that it was refused a membership in the Board even after it had rescinded an offending by-law dividing grain commissions, to which "split commission" system the Board is opposed. The Exchange further declares that it tried to market the grain of its members at Duluth in 1905, but because the Board ruled against them and threatened to boycott any member or firm handling grain for the Exchange, the Duluth market was closed against them.

Attorney-General Young brought the action in the name of the state, contending that the Board had violated the law governing domestic corporations.

The first and chief witness for the state was O. G. Major, president of the Exchange, whose direct testimony supported the allegations of the bill. On cross-examination an effort was made to have it appear that Mr. Major had been making speeches in North Dakota, denouncing the Duluth Board of Trade and the Minnesota inspection, and had aroused the hostility of the mem-



M. E. BLAZER'S ELEVATOR AT CHURDAN, IOWA.

height of 40 feet and 2x4's for the other 11 feet. There are six hopper-bottomed bins, giving 17,000 bushels' capacity.

The foundation is of concrete and extends four feet below the surface, with the center walls 10 feet below the surface of the ground at the bottom of the pit. These walls are all 30 inches thick at the base and 6 inches thick at the top. The receiving pan tapers from 8x10 feet at the top to 6x8 feet at the bottom, while the dump floor is 3 feet above the railroad track rails. The dump is single, with two receiving hoppers—one for ear corn. The elevator buckets in the leg are 7x11 inches in size. There is a 10-inch distributing spout and also a 10-inch loading spout, emptying directly from the top of the house into the car.

The house has one bin for ear corn, which may be loaded directly into the car by discharging the bin into the dump and re-elevating into the car; and the elevator works equally well with ear corn as with shelled grain.

The office and engine room is 14x20 feet in size, with concrete floor and 10-horsepower International Gasoline Engine. Fairbanks Scales are used.

There is also an ear corn annex, 20x32 feet in

call was adopted on July 18 by a vote of 543 to 136.

Under the provisions of the rule establishing a public competitive call, the last call price for corn and oats to arrive, less commissions and other charges, must form the basis of all bids sent between the close of the call and the opening of the regular session of the following day.

The adoption of the rule was opposed in the main by the large elevator, or track bidding, interests, for obvious reasons, but since the establishment of the call these interests have acquiesced in the view of the majority. Some criticism of the new rule has, however, gone out from some of the representatives of these interests, which are calculated to create a false impression of the call in the country; and doubtless some of the readers of these columns may have had their attention called to these objections without having also seen the other side. These may safely await events and let the rule prove its own merits. At this moment there seems to be no doubt, after a fortnight's trial, that it is proving highly satisfactory. It is fully supporting the claims of its friends made before its adoption. After one week's trial, in response to an enquiry as to the probable suc-



bers. Mr. Major admitted that he had denounced the Board of Trade, but said that he now has a better opinion of the Minnesota inspection. In answer to a question about the inspection he replied: "I said they do not grade in as they grade out." He admitted that his view of the state grain officials is a reflection on their honesty. He denied that he had urged farmers to ship to Wisconsin elevators.

Secretary Blair testified that Wyman & Co. first handled the grain for the Exchange for 30 days. Then E. L. Welch & Co. was agent until December 1, 1905. The firm then declined to act. When cross-examined concerning the responsibility of the Exchange, the witness said that by increasing its reserve fund from \$1,000 to \$2,000 the Exchange had between \$5,000 and \$6,000 November 1, about the time the difficulty with the Board was experienced.

A. H. Smith was questioned about the meaning of language used in a letter which he wrote to the Exchange on November 3, 1905, in which he said that he believed the Exchange had been unjustly treated, but that it would all be settled up soon. He was asked if he referred to its exclusion from the Board and replied in the affirmative. He said that the meaning of his letter was this: It was the understanding that the Minnesota Farmers' Exchange was really Edwards, Wood & Co., and that that was responsible for their hard row. Mr. Major had given Mr. Smith, in a letter, his word of honor that the Exchange had nothing to do with Edwards, Wood & Co., and it was that to which Mr. Smith referred when he said that the Exchange had been unjustly treated.

The testimony in defense is that of individual members to the effect that there is no conspiracy against the Minnesota Farmers' Exchange or anyone else; that the question of handling business and of membership in the Board is one of personal preference.

George Spencer, president of the Board, swore that there was never any concerted action against doing business with the Farmers' Exchange, nor any agreement not to. He believed, however, that no firm would do business with any concern it did not consider responsible, and would turn down any business offered by people whose financial condition is uncertain.

Attorney-General Young objected to the consideration of financial conditions and thought that did not enter into the matter. Judge Dibell said, however, that he believed that any man had a right to refuse to do business with another whom he did not believe to be responsible. He believed also that the Board had a right to prevent any person for the same reason from getting a membership.

Attorney-General Young responded that he did not claim, and would not try to show that the Board cannot refuse to grant a membership.

Governor Miller, with reference to the testimony given by E. L. Welch, that it was agreed in a group of members that if he would stop doing business with the Exchange by December 1 it would be all right, said that he was in the group, and that nothing was said as to when Welch should quit doing business with them. As to his own refusal to do business with the Exchange, he said he did not consider its financial condition good. His reason for this was that Major had told him one time of losing \$10,000 or \$15,000 in some loans made, and the circumstances were such that he hardly cared to risk doing business with people who lost money in that way.

The hearing of testimony closed on July 19 and the defense desired to go to the argument instant, but the state begged for time and got it, the date set for argument being August 17.

Wild oats are becoming a serious pest to various parts of Minnesota.

## COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

### HAS SOLD OUT.

*Editor American Elevator and Grain Trade:*—Having sold my elevator and coal sheds to the St. Charles Farmers' Elevator Co., I shall rest a while and try to recover my health, if possible. Am suffering from rheumatism. With kind regards,  
Yours truly,  
St. Charles, Minn. L. SCHNELL.

### NEW FIRM AT VARNA, ILL.

*Editor American Elevator and Grain Trade:*—The firm of Geo. Pearce & Co. has succeeded to the business of La Rose Grain Co. at Varna, Ill. Mr. Pearce has one-half interest and the La Rose Grain Co. the other half interest. Card bids and all mail should hereafter be sent to Geo. Pearce & Co., Varna, Ill.

Yours truly, F. N. ROOD, Mgr.

### CHANGES HIS LOCATION.

*Editor American Elevator and Grain Trade:*—Please change the address of the "American Elevator and Grain Trade" from Adrian, Minn., to Athol, S. D., which will be my new home. I shall take charge of an elevator there for the same company that I worked for at Adrian, namely, the Plymouth Elevator Co. of Sioux Falls, S. D.

Yours truly, E. J. MATTESON.

### MORE SCOOPERS IN INDIANA.

*Editor American Elevator and Grain Trade:*—L. P. Rockafellow of Laurel, Ind., is undertaking to do a scoop shovel business.

B. T. Woodward of Dublin is also undertaking to do a scoop shovel business and we understand has been shipping his wheat to firms in Louisville.

Mr. Cain of Connersville is doing a scoop-shovel business. Wirt Bros., Markle, Ind., under the name of the Square Dealing Elevator Co., are buying wheat and contracting oats at Kingsland and Magley on the Chicago & Erie. They have no facilities whatever, not even scales, and are scoop shovelers pure and simple, and not entitled to bids from regular receivers.

Respectfully yours,  
Indianapolis, Ind. J. M. BRAFFORD, Secy.

### NEW ORLEANS IN THE EXPORT TRADE.

*Editor American Elevator and Grain Trade:*—New Orleans still maintains its high position as the port of export for the Mississippi Valley and the great West. The transactions in export grain through this port during the past season is proof of the claim New Orleans sets up, of natural advantages over its rivals for the export grain business. The coming season looks as bright as the most optimistic believer in this port's ultimate destiny could wish; and it is more than probable that its natural advantages will have finally and decisively asserted themselves.

New Orleans may well aspire to take rank as the leading grain exporting city in the United States when Chicago is looking to it as its natural port and demanding a ship canal that will connect the Great Lakes and the Mississippi, and enable it to ship directly to this city by water. Congressman Lorimer's project is well understood in New Orleans, as he visited this city some months ago and explained that nature had done much of the work already, and that the survey just then completed by the War Department had demonstrated its feasibility. It is needless to say that a ship canal and a fourteen-foot channel from Lake Michigan to the Gulf of Mexico would carry possibilities for Chicago that have scarcely been dreamed of. A deep all-water

route from Chicago to New Orleans would be particularly gratifying, and would be the outcome of conditions that are solid and permanent—not merely an empty boom.

New Orleans is taking her place as one of the great ports of the world and Chicago recognizes that the opening of the Panama Canal will make the Crescent City the Queen of the Western Hemisphere.

Yours truly, FRANCIS P. SALA.  
New Orleans, La.

### THE NEW CALL AT CHICAGO.

*Editor American Elevator and Grain Trade:*—In reply to your enquiry of the 6th inst. we wish to state that we think it is too early to determine what the effect will be on the new "call on corn and oats to arrive." We have no doubt that if it has any bad effect on the Chicago Board of Trade this institution will soon rectify it by changing the rules.

Yours truly,  
J. ROSENBAUM GRAIN CO.  
Chicago.

### NEW INSPECTOR AT EAST ST. LOUIS.

*Editor American Elevator and Grain Trade:*—Mr. J. B. Stevenson, the recently appointed chief grain inspector at East St. Louis, is qualified in every way to fill the position in a manner satisfactory to all concerned. He has had years of experience as a track inspector. He will also give the weighing department his personal attention.

I predict that under his administration all adverse criticism of that market will disappear. The active co-operation and friendly correspondence of shippers is invited to assist him in his work. A "square deal" to all will be his motto.

Very truly,  
A. W. LLOYD.  
Chicago, Ill.

### GRAIN ELEVATOR FACILITIES AT PHILADELPHIA.

The Pennsylvania Railroad Co. is about to remodel its grain handling facilities at Philadelphia, the nature of the improvements to be in line with the recommendations of a committee appointed therefor by the Philadelphia Commercial Exchange. Generally speaking, the work will be done at Elevator B at Girard Point and at the house at the foot of Washington Avenue. Elevator A at Girard Point is being removed to enlarge the yards, but as this elevator has been practically out of service for several years, being badly located and of out-of-date construction, and having been used simply as an overflow elevator at times of pressure in the grain trade, its removal will have very little practical influence on the storage or handling capacity of the Pennsylvania system at Philadelphia. The money it would have cost to repair and remodel the A house will be spent in enlarging the conveniences at Washington Avenue. Elevator B at Girard Point will be put in substantial repair and enlarged somewhat in its capacity; so that with Elevator B thus improved and the Washington Avenue Elevator increased in capacity, Girard Point Storage Co. will be quite equal to all the requirements of the grain trade as heretofore.

The capacity of Elevator A was 750,000 bushels. The capacity of B is 1,000,000 bushels. The capacity of this elevator will be increased by 250,000 bushels. The capacity of the Washington Avenue Elevator is about 500,000 bushels. It is to be doubled by the erection of tanks. With the increased capacity of the other elevators, the railroad can accommodate about 750,000 bushels more than last year.

Shippers, don't shut your eyes in buying. Almost everything goes two red or white wheat. Damp wheat will not grade. Several cars have been received here past few days which required immediate handling to save it.—King & Co., Toledo.



### A NEW GRAIN DRIER.

The Hess Warming and Ventilating Co., Chicago, has designed and placed on the market a small grain drier expressly to meet the demand for such a machine among country elevators, flour mills, seedsmen, etc.

The construction of this new drier is such that it may be erected on the ground, outside of the elevator or mill building, without the usual housing or building over it, thus saving very considerably in the time and expense necessary to put a drier into operation. Its capacity is 800 to 1,200 bushels of damp grain per ten hours, or practically a carload a day.

It is constructed entirely of galvanized steel, erected on a structural steel framework, with fan and coils self-contained within the same framework. It is constructed on the same

borrowed from Shelbyville, Columbus and St. Paul banks. The larger creditors were willing to accept notes running from thirty to ninety days, which would give opportunity to market the grain held in the company elevators because of car shortage. The Nading elevators in Shelby County, after a long series of years, have been built into a perfect system, and bank officials and attorneys for the company says that the business can be saved almost intact if proper means are employed.

### A GREWSOME CAR OF WHEAT.

On July 20 the health department of Houston, Texas, was called upon to condemn a carload of wheat which had arrived in that city from Indian Territory, which, as the department had been

Company, of course disclaimed responsibility for the condition of the grain and referred all parties interested to the Frisco-Rock Island people, in whose hands the grain was when it became contaminated, while the Frisco-Rock Island claim agent disclaimed any responsibility for his company, holding that the city had assumed charge of the car and that it was up to the city to adjust the matter; that there was nothing wrong with the wheat, all that which had become contaminated having been destroyed. The city refused to admit responsibility for the loss, nor would it dispose of the wheat, inasmuch as it was supposed to have a certain value for other purposes than that of being ground up into flour. The city held the car and keeps guard over it until something definite is reached concerning its status and who is responsible for it. Meantime, as the consignor has reimbursed the consignee the amount of the draft advanced in payment of the grain, the former evidently means to hold the carrier responsible for the loss.

### CANADIAN GRAIN BOARDS.

The Canadian cabinet has appointed John Miller of Indian Head, Saskatchewan (chairman); William L. McNair of Keys, Manitoba, and George E. Goldie of Ayr, Ontario, commissioners to investigate the methods of handling grain in Canada. The act directs that the commission shall—

Consider all matters connected with the grain inspection act and Manitoba grain act, with power to visit the grain growers, the elevators, all over the wheat growing region, to inquire into the methods of handling the grain at the various stations, farmers' elevators as well as company elevators, the distribution of cars methods of the grain dealers in Winnipeg, Toronto and Montreal, and the system of government inspection and collection of fees, selection of grades and the methods of handling the grain at Fort William and Port Arthur, at the lake ports at Montreal, St. John and Halifax, and also the conditions existing as to the manner of handling the grain upon its arrival in England.

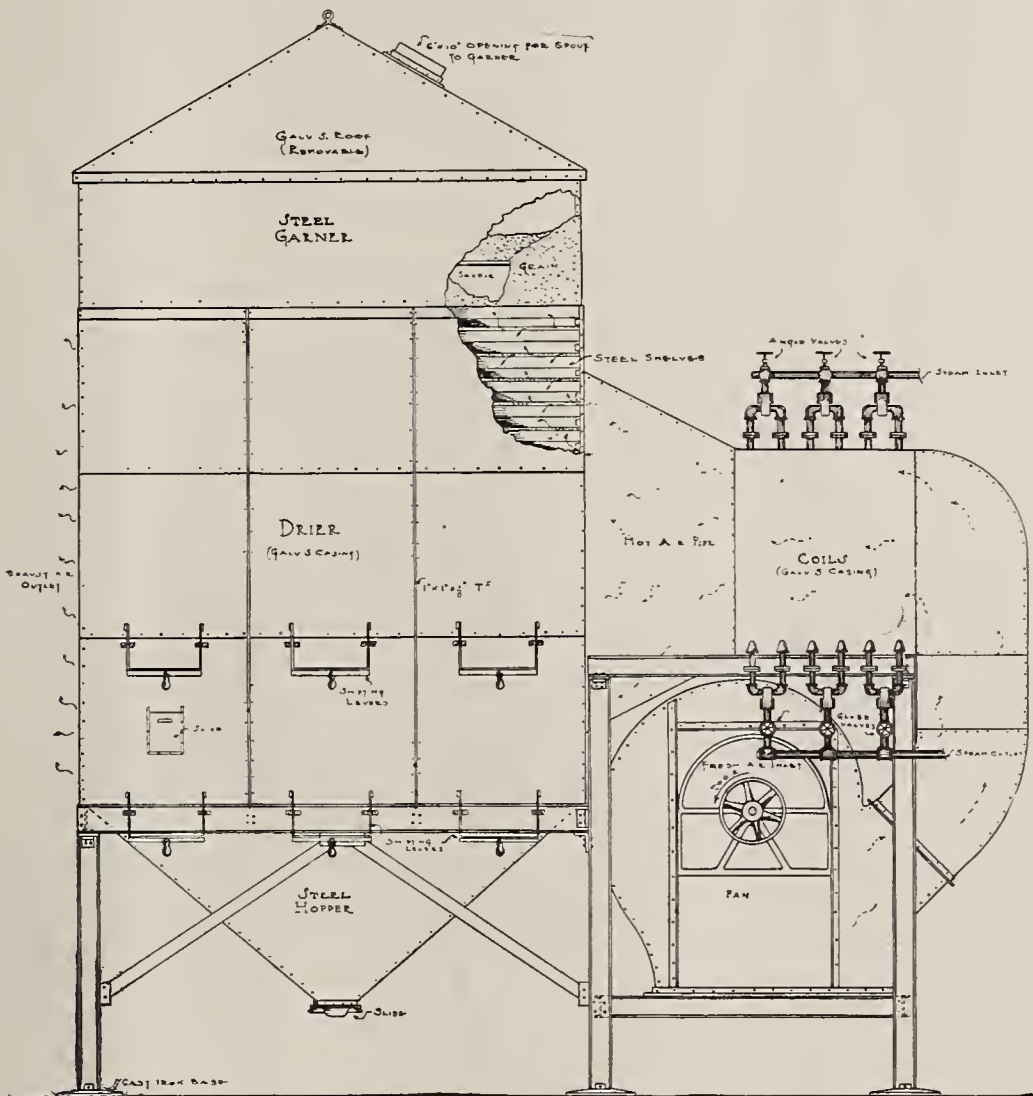
Another order-in-council appoints W. H. Fairfield of Lethbridge, Alta., and Charles D. Watts of Toronto members of the Grain Standards Board for the Manitoba division, "for the purpose of establishing commercial grades and of choosing samples of such grades to be the standards thereof." These two appointments complete the Board appointed two years ago under the act of 1904, which provides that, "If a considerable portion of the crop of wheat or any other grain for any year in any division has any marked characteristics which exclude it to the prejudice of the producer from the grain to which it otherwise rightly belongs, special grades may be established therefor."

The grain crop of the Canadian West has been so uniformly excellent during the past two years, however, that the Board has not had occasion to exercise its functions. It is only in the case of extensive damage to the crop by frost, rust or other untoward condition that commercial grades are required. And from the present outlook as reported to the Trade and Commerce Department, it is not likely that there will be any necessity for the fixing of commercial grades of this season's crop.

### STORAGE CHARGES AT TOLEDO.

The C., H. & D. and Wabash railroads have reduced their elevation and storage charges at Toledo to one-quarter of a cent a bushel, including the first ten days' storage. Storage after that will be one-eighth of a cent for each ten days or fractional part thereof. Other elevators still charge half a cent for elevation and one-quarter of a cent for storage.

The C., H. & D. Elevator is one of the best in Toledo, but has only half million storage capacity. Insurance there is low. Wabash elevators are wooden and the insurance is high.



NEW HESS DRIER FOR COUNTRY ELEVATORS, MILLS, ETC.

principle which has made the Hess Drier famous among the larger grain interests and railroads, and possesses the same efficiency and economy of the larger sizes.

It is placed on the market at a price much under the price charged heretofore for a machine of the same capacity, and it will prove to be a valuable and profitable adjunct to every buyer of grain or seed. Illustration and catalogue are supplied by the company on request.

### NADING FAILURE.

On July 21 the banks refused to cash checks of the Nading Mill and Grain Co. of Shelbyville, Ind., precipitating a failure of the company. William Nading, head of the company, says the trouble came from a lack of cars to ship the wheat he had stored in nine elevators in Shelby County. He estimates there are 75,000 bushels of wheat in the elevators and that the indebtedness would not exceed \$75,000, but the receiver puts the indebtedness at over \$125,000.

Besides the 75,000 bushels of wheat in elevators there are nine elevators in Shelby County listed for taxation at \$28,000 but mortgaged for \$17,000. The total assets are estimated at \$130,000.

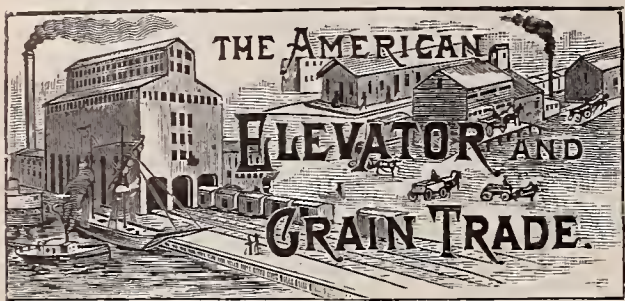
The larger items of indebtedness are moneys

previously notified, had contained the dead and putrefied body of a boy eight years old, the son of J. F. Priester of Tulsa, I. T. The dead boy, Harry Prister, was missed from his home on July 5, having been last seen talking to a supposed tramp. On Monday, July 9, the body was found in a car of wheat at Francis, I. T., 117 miles south of Tulsa, on the Red River Branch of the Frisco Railroad. The body had been beaten to a pulp, was decomposed, and murder was evident. It was only from the lad's clothing the father could identify the body. The car of wheat was consigned from Blackwell, Okla.

Putrefaction, when the body was discovered, was so far advanced that the car and its entire contents were badly impregnated with the offensive odors; while a large portion of the wheat was wet from drippings from the decaying body. An effort was made by citizens of Francis to have the car condemned at that place, but the wheat was transferred from the original car to a St. Louis & San Francisco car, No. 34,528, and then forwarded to Houston, which city condemned it as food but did not know what to do with it after the condemnation. Nor could the railroads dispose of it, as the consignee, the Standard Milling Co., refused to receive it.

The shippers, the Blackwell Mill and Elevator





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### ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

### CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., AUGUST 15, 1906.

Official Paper of the Illinois Grain Dealers' Association.

### THE FACTS IN THE CASE.

The farmers' elevator movement in Iowa, in Illinois and in Kansas is wholly artificial in its essentials. It has no true *raison d'être*, but has been fostered by two classes of promoters using methods that are as unfair as similar political movements always are. The profits of the grain business have been magnified and the character of grain dealers and their organizations misrepresented for the purpose of creating prejudice against them; and when this prejudice has fructified, the calumniators of their fellows have reaped the profits of the co-operative elevator, either as its manager or as its commission representative.

Readers of these columns know that we have always urged frankness in dealing with this co-operative proposition—to treat co-operative companies which conduct their business on a competitive basis as legitimate competitors, as in fact they are; and to throw the limelight of publicity on the "penalty clause" companies as pirates, for they are no less. This view has met, hitherto, with little favor, we must admit; but the Iowa Association, with the shrewdness characteristic of its management, has of late adopted that policy. It recognizes the competitive associations and at the same time stands ready to submit to the proper authority the documentary evidence to prove that the margins regular dealers take are fair and reasonable—in fact, less, as a rule, than those taken by the "penalty clause" elevators, thus establishing the falsity of the statements regarding profits made by representatives of certain Chicago commission houses who have been making a specialty of organizing "penalty clause" companies. Evi-

dence of this character was recently submitted by regular dealers of Iowa to the Iowa Railroad Commission when "penalty clause" companies were demanding railroad sites for elevators in towns already amply provided with grain-shipping facilities.

This course of procedure is to be commended, for it is more than likely that a frank statement of the facts, at a time and place calculated to give it the force of legal evidence, would soon put a quietus to the co-operative movement. "It pays to advertise."

### THE CALL TO ARRIVE.

The new call on corn and oats to arrive at Chicago would seem to be misunderstood by a good many country shippers; at least, some of them are still disposed to "shy" at it. Yet the call, in practice, as demonstrated by about three weeks' experience only, is proving all that was claimed for it, and has, in fact, established an open market that has long been lacking. Before the call was established the basis of the daily bids was fixed—it never was any secret—by a coterie; now it is fixed by open bidding on call, open to the world, so that every buyer and seller in the country may come in and do business; and the coterie system of fixing the bidding price is abolished. How this system can be other than wholesome it is difficult to understand.

Grain dealers are quite as apt to jump at conclusions as other people; and so in this case some country dealers are disposed to judge the call by first impressions without waiting to take that broader view which is more certain to be the right one. One objection is that Chicago under the call is "out of line," without considering either the character of the bidder who is "in line" or the permanency of call conditions as opposed to bids based upon urgent necessities that are only temporary in character. It is manifest that when all bids are based on the call prices they cannot long be "out of line," or the grain will go elsewhere; while the call offers sellers the great advantage of enabling them to accept bids or to make offers for delivery at any time without being confined to current bids for 30 or 60 days' shipment. The call therefore amounts substantially to a hedge. The rule does not prescribe the price to be bid; the call does that; so that the price and the time of shipment are fixed by the call solely on competitive bids.

Perhaps the real secret of the hesitancy of certain dealers to welcome the call as they should is the belief, encouraged by certain bidders, that under the old system of making the bids the bidder would "divide"; in other words, "do a little better but for the new rule." But, on reflection, this will be seen to be looking at the matter from the reverse end of the glass—the big bidders, by their system, which was of their own devising, have hitherto controlled the volume of grain, and therefore the price; now that they are brought to a parity with all others who want to buy grain, and no longer make the price, there is naturally "regret" that they "can't do better." They never were in business for pleasure or for

others' benefit, nor are they suffering now from any restraint except that of being required to live up to rules that all others must abide by.

The call will be more popular as its merits become better known, without doubt.

### EXPORT GRAIN INSPECTION.

While a certain discount is always admissible, and perhaps necessary, to be made from all German trade complaints in which Americans are involved, nevertheless a certain deference is due the complaints that come from abroad about American grain inspections. They come from Great Britain and from France as well as from Germany, so that there is little doubt of some foundation for them. Indeed, the art of mixing has achieved so great a perfection in this country that its abuse is not a matter of surprise.

But is not this very perfection of the science a danger in itself? So long as there is money in it it will be carried to the farthest extreme, and that extreme may or may not have been reached in the shipments of which the Germans complain. We do know that when the subject of uniformity of inspection to a certain line for export is broached to exporters who now say so positively that their port's inspection is all right, there is immediate objection: "We propose to conduct our own affairs in our own way." Yet in at least one principal out-port, which formally protests its entire innocence, there is to-day at least one exporter who declares that the prejudice of foreigners against our grain amounts to 5 cents a bushel, but who at the same time scouts the idea that the exchanges should make safe standard grades for export grain and hold all the out-port inspectors to those grades—that would invade his port's and his own prerogatives to export anything he can get accepted on the other side.

Bearing in mind the growing exporting power of the Argentine, of Canada and the East, not to mention North Africa, isn't it about time to realize the fact that if America is to continue as a grain exporter the buying world must regain confidence in the quality of her grain shipped on "certificate final" terms—that a permanent foreign, like a permanent domestic, trade is based on honesty?

### A RETURN TO THE PUBLIC ELEVATOR.

Now that the allowances are to go and railways are cancelling their elevator leases to private parties and taking control of their houses again, to be operated as true terminal elevators, the plan for conducting the new elevator at Nashville, Tenn., outlined on page 69, will have a peculiar interest to all independent grain dealers. Certainly the I. C. and Southern systems, interested in that house, are making a beginning of a great reform, which must restore elasticity to the grain trade, if the methods in vogue at Nashville shall become general at all railway terminals.

Under the decision in the Munn case railways as such are debarred from acting as public warehousemen, but there is no reason why



private parties may not perform these functions in all railway terminal elevators, just as Messrs. Rouzer and Harrison propose to manage the Nashville house. Public warehousing of grain in Chicago made several big fortunes in the old days, even before the warehouseman became an operator on his own account and was able to increase his fortune by manipulating the public's grain for his own profit. The field is still open—the hand of welcome is still outstretched by the trade for the coming public elevator man who shall be such in fact and not in name only.

### DEMURRAGE UNFAIRNESS.

Mr. Lytle at Milwaukee uttered a protest against one feature of the demurrage system that will meet with a sympathetic second from many quarters, viz., the lax method of local agents in computing free time. For example, time is often computed from a nominal hour (as when a train arrives or is due to arrive) and not at the actual hour the car is set out at the elevator for loading or unloading; and the free time is closed in the same way, viz., at the nominal hour, 48 hours after a certain train is due to arrive, and not at the actual time, when, say, the car should be picked up by the locomotive for removal from the elevator, which is often one or more hours after the nominal expiration of the free time.

In other words, the railway agents should use some common sense, charging against free time only the actual hours that the car is available for use by the patron or is withheld from use by the railway; that is, a car should not be penalized that stands loaded one or more hours after the expiration of nominal free time, when it is simply waiting for the arrival of the regular freight train, over which the shipper has no control, to come along and pick it up. Yet such charges are often made, and shippers pay demurrage charges when actual demurrage has not been made.

### BILLS OF LADING.

The bill of lading continues to be discussed by bankers in various parts of the country, all of whom concede its indispensability to conduct of commerce and trade. From first to last, in all these discussions of the form of the bill and what is necessary to give it those characteristics inseparable from all documentary collateral of high class, there never has been heard the remotest intimation that the commercial world could dispense with its negotiability or that the carriers should have power to avoid their common law liabilities on bills of lading, as their uniform bill of lading committee has sought to effect. A shrewd observer has noted the fact that while the banks are conducted on more liberal lines than ever before, nevertheless the tendency in making loans is to eliminate the merely personal element in credits and to favor good collateral. In other words, the man "with the goods" gets the money in preference to the man of small means, whose best asset is his energy, his business ability and his honesty. To thousands of the latter class of men the negotiable bill of lading is a sine qua non to a business exist-

ence. They could no more go on without it than they could fly in a flock over the Washington monument. And yet there are in the grain business to-day hundreds of men taking as little practical interest in the uniform bill of lading, in and out of Congress, by identifying themselves and their money with the association work along these lines, as they are in the next incarnation of the Grand Lama of Tibet.

### INSPECTION LABORATORIES.

The appropriation of Congress to create "inspection laboratories" under the direction of the Agricultural Department is now available; but the department has not as yet indicated what it proposes to do. For the present the department appears to be prepared only to make moisture tests of grain for those who desire them; but this it has been in position to do for some time, more particularly in reference to corn. It is not impossible that the complaints from abroad in reference to American grain may stimulate the department to put its laboratories in working condition.

The Wall Street Journal, indeed, asks the question, "May it not be necessary for the federal government to undertake the grading of export grain in order to avoid the difficulties which are complained of by the Rhenish and Westphalian Grain Importers' Association?" The influence of the grain trade itself upon Congress does not appear to be great; but with the farmers kicking at one end of the line and the foreign buyers at the other, expressing themselves through Wall Street organs, the Agricultural Department, now that it has power to act in the premises, is likely to take cognizance, since the exchanges will not, of the fact that there is now, as the Wall Street organs point out, "no uniformly defined standard of quality, color, weight, texture or locality in force at all the ports."

Until some such consensus of commercial judgment is arrived at, the standardizing of export grain will always be a vexatious question tending to injure the trade and prejudice the standing of the reliable as well as the unreliable merchant in foreign markets.

### THE CROPS.

Another year of prosperity dawns; another year of the "full dinner pail." Everywhere unprecedented crops, hay and oats alone excepted. No financial ruin can come when the barns and smokehouses and granaries are full.

With the farmers contented, as all are save the few incorrigible who are equal to the ancient Hindu growler's complaint that "such big crops are wearing to the land," the grain dealer's future is mapped out for one year at least. He has business ahead of him. He will put his house in order to give his patrons' plethoric bins relief, as he in turn pours the golden flood into the terminals to earn storage charges waiting the necessities of consumption.

Everywhere along the line the handlers of grain this year should make money, not by taking excessive margins, but by handling the large volume of grain with discretion and

economically. Cars will be scarce, of course, both good and bad ones; but those who keep their business best in hand, are systematic and use gumption in managing their resources, will close the year with a good profit and the good-will of the farmers.

### KILLING BARLEY SMUT.

When the prophet told Naaman, the leper, to "Go and wash in Jordan seven times," the Syrian, we are told, was wroth; he had expected a heroic remedy for a capital disease. Later generations also fail to learn the virtue of simplicity, of which Prof. H. B. Moore at Milwaukee the other day gave the Wisconsin dealers a striking illustration, when he announced a specific for barley smut.

All the formaldehyde solutions and others that had proved effective with smuts on other grains had failed with barley, and complete failure stared him in the face after six years of experimentation, when the Jensen hot water treatment came over from Germany. Now seed barley is soaked for ten minutes in water at 130 degrees F., and lo! barley smut is destroyed. Soak the grain first in water at 120 degrees F. to warm it up, so that when it is immersed in the water at 130 degrees F. the latter will not cool off too fast, but by the addition of small quantities of hotter water can be held firmly for the ten minutes at 130 degrees, and the trick is done.

The remedy is complete, and of so great value that barley dealers should use every possible means to bring it to the attention of barley growers.

### ACCEPTANCES AT MILWAUKEE.

Wisconsin dealers are quite moderate in their resolution protesting against the present rules allowing buyers of grain to take their own time in accepting or rejecting deliveries. In moving the resolution, Mr. Lytle cited a case of his own experience where two cars of barley were rejected on a reinspection made six weeks after the purchase. No wonder the grain had become musty, and the loss to the seller was 4 cents per bushel.

One does not understand how an exchange that is otherwise so fair to and stands so high with its patrons will permit such an injustice to its shippers. At Chicago the purchaser must reject by 11 o'clock of the day following purchase. No one finds this rule oppressive. It simply puts the purchaser on the prompt protection of his own interests and thereby protects the seller also. There is no dawdling along or letting grain spoil in the meantime or depreciate in value at the expense of a shipper who has by such a system no power to protect himself.

To protect its reputation for fairness, Milwaukee should put an end to this condition, which keeps open the way for the grossest abuse of the market's patrons.

The records of the Chicago Board of Trade weighing department show country scales that had not been touched for repairs in a generation, and yet they were doing business all the time.



## Editorial Mention.

In these days of cheap drain tile and concrete, there is little excuse for being annoyed by water in elevator pits.

A modern Solomon says: "The man who has only his own personal ends to accomplish is a dangerous man in any business."

The process of debasing the standard grades of Canadian wheat has begun, and on the initiative of the farmers themselves, this time.

Don't tip conductors and trainmen to get cars; it's a bad example to set, and it means that sooner or later you'll get cars in no other way.

This is a two-billion-dollar country, of course; but when it takes the entire corn crop of the country to pay its running expenses, it seems a trifle extravagant.

The Wabash road now opens the milling-in-transit privilege to any station on its lines—a concession to the law of fair play to localities that is to be commended.

The association is expected to do for its members what individually they cannot do for themselves, not what they can do: it is not meant to coddle incompetence nor to cater to laziness.

Sellers "3 or better" must enjoy seeing how new wheat and corn are grading "way up" nowadays. These daily contributions of "better" to the poor elevator people are deeply appreciated by them; but paying a premium for better is "not nominated in the bid."

Some dealers have lately adopted a schedule of discounts they will make on off grades. This is generous intent, of course; but the wise seller will turn his off grades over to his commission man to handle for him, as he will also his "betters," selling his "3's" flat.

The millers of Minneapolis, like the grain shippers of St. Louis and Omaha, are again chasing the spectre of river transportation to New Orleans, which so often is about to be but never is. Yet there are the rivers flowing ever, inviting freighting craft as well as pleasure boats. But until the shippers of flour and grain are able to guarantee return cargoes to their boatmen, the dream of a revival of river traffic must ever remain no more than an unconsummated wish.

As the new wheat comes from the thrasher the demand for cars will increase, and it will require the co-operation of both shippers and railroads to keep all shippers supplied. Now it is admitted that the equipment of the roads is not adequate to the demands of commerce; nevertheless the annual car famine may be mitigated if all shippers will load promptly and receivers will release cars equally expeditiously. It will be both neighborly and con-

sistent to release cars at the earliest possible moment and not take advantage of the 48-hour limit, remembering that this sort of promptness will benefit other shippers much more than the holding of cars to the time limit will discommode the railways.

It is quite true that "most foreigners want low-priced grain" and are not willing to pay for quality. There is no objection to selling them just what they want and are willing to pay for, but isn't it a competition in dishonesty to sell them certified grain of one grade and deliver to them a grain of a wholly different character?

"Shippers, please be careful about cars," say King & Co. "Don't take crippled cars. Have them clean and in good condition; and see that they are properly sealed before starting. We had several cars in to-day which had no seals on. Use dry lumber for car doors, and see that they are properly made. Try and protect your own interests."

"All farmers are not honest; if they were they would not try to beat their own company and their own neighbors by trying to unload on their own company inferior or low-grade grain for more than it is worth," says the Farmers' Advocate. But when the regular dealer calls the dishonest farmer down for the same practice, why do the farmers' papers call him dishonest?

Secretary Courcier of the National Association at Toledo will supply the full texts of the Hepburn (rate) bill, of the Commerce Commission act as amended, of the Elkins act, and of the Sherman anti-trust act, bound in one volume, on receipt of 20 cents in stamps. Grain dealers should familiarize themselves with these laws, and this is the cheapest form we know of in which they can be had.

In order to lift the blockade at San Francisco, which on August 4 involved about 1,800 cars of lumber and hay, the Pacific Car Service Bureau has announced that beginning on August 8 demurrage rates on unloaded hay will be as follows: First day, \$1 per car; second day, \$2; third day, \$3; fourth day, \$4, and \$5 for every day thereafter that a car of hay remains unloaded. On August 16 the same rule will become effective as regards unloaded lumber. Gee! they make the fur fly out there, don't they?

A Chicago paper, in commenting, before the vote, on the new call rule of the Board of Trade, says truly that "the elevators have been for years gradually acquiring by one means or another a monopoly of the handling of the cash grain," and cites the fact that on July 16 of over 700 cars of wheat in Chicago less than fifty were handled by commission men, but by those who themselves made the bids that brought it in. In Minneapolis the bidding basis is fixed by the secretary of the Chamber or some delegated officer, so that the wheat coterie there are not quite supreme, and this is found to be more wholesome than the Chicago method with wheat; but even so

the wheat bids there are not made as are the corn and oats bids in Chicago in the open market of the call, and the country can take as yet no part in the making of the basis.

We welcome again to the table of receipts and shipments of grain for July the report from San Francisco, the first since that city's great disaster. The business is not up to the old-time gait, but it's a beginning of the return of a prosperity which, it is hoped, will never again be similarly interrupted.

The final testimony in the action of certain elevators against the Kansas state inspection was heard at Topeka on July 25, when an order was made to submit the arguments to the court in October. Meantime, the attorney-general of Kansas has obtained an order restraining the Midland and the Union Pacific Elevator Companies from interfering with the inspection or weighing of grain into their houses.

The wiseacres have repeatedly told us that this country has ceased to be an exporter of wheat. Well, we haven't sent a very big pile of wheat abroad of late; but the Commercial Record reminds the trade that after waiting for eleven months, the market on July 6 returned to an export basis, when eighteen loads of durum, Manitoba and Duluth No. 1 had one sold abroad, and exporters have been doing business ever since.

The Minnesota Railroad and Warehouse Commission issued a sensational order on August 2, which directed that certain roads under investigation should produce their records in order to substantiate or refute the charge that rebates paid and the earnings of the roads have been greater than represented. The Great Northern will comply with the order, but the other roads are disposed to fight for the preservation of the secrecy of their own records.

The Corn Carnival at Chicago is set for September 28 to October 13. Just what is to be done about corn during these fifteen days is not known to this deponent. It is hoped, however, that the program will take a more substantial form than merely a "corn dope" scheme to flood the big State Street stores with shoppers from the country and fill them full of hot air charged with misrepresentations of the "goings on" in the corn pit at the corner of La Salle and Jackson.

It is said there is no law in Kansas to punish a man who offers grain for inspection, and who, having obtained an inspection certificate thereon, substitutes thereafter an inferior quality of grain and forwards it to his customer as the grain represented by the said certificate. One would think that a barefaced swindle of that sort would need no special law for its punishment. If it is not a species of forgery it certainly is one method of obtaining money by false representations. At any rate, it is a swindle so mean that no reputable business man would be guilty of it; yet Inspector Rad-



ford of Kansas, on returning from Mexico recently, declared that he found in that country conclusive evidence that several Kansas City grain dealers had substituted inferior grades of wheat after the state inspection department had examined and given grades on the grain in cars.

The landlord has hitherto had the first call on the products of a farm until his rent shall have been paid, but recently the thrashermen of the Southwest, at Wichita, started an agitation for laws that will give them first lien on wheat they thrash. At present, thrashing bills cannot be foreclosed if the grain thrashed is under mortgage. All right—provided there be a section of the law that shall give the possible buyer notice of the lien, of such a nature that the grain dealer, for example, shall not be required to chase "all around Robin Hood's barn" to find out if a certain lot of grain is clear of liens.

An immense addition has been made to the rolling stock of all the grain roads during recent years, and still there is a shortage, or will be, if grain men attempt to move the present crop within a few months, instead of encouraging gradual shipment in proportion and in harmony with actual consumption. The grain is not consumed in four or five months—why try to move it all within that length of time? However, the thing to do is to work for the quick movement of cars—load quickly and as soon as a car reaches you; unload with like promptness. If all who handle grain will make a special effort to facilitate movement all will be benefited.

Spencer Kellogg has won his suit for damages against the Western Elevating Co. of Buffalo, which has systematically endeavored for years to smash him, its only competitor in the grain elevating business at Buffalo. His award of damages in the amount of \$6,000 is not so important as the judgment itself, which has a special interest in the West from the fact that Mr. Kellogg's is the only canal house in operation at Buffalo. It has been reduced, therefore, to a fight between the railroads and the Erie Canal, whose champion Mr. Kellogg has been, and who alone has endeavored to conserve the canal trade at Buffalo during recent trying years.

Such suits as that begun at Duluth by the attorney-general of Minnesota to declare the Board of Trade a "combination in restraint of trade," about exhaust one's patience, the more so when that official finds fault that his case is hampered by hostile influences—"the Board of Trade is a powerful concern in Duluth." The chief legal officer of a great state ought to know that bona fide public exchanges are machines to facilitate trade and not to hinder it; and he ought to be firm enough to say so, even to disgruntled farmers, bearing in mind Pope's line, "A decent boldness ever meets with friends." If the Farmers' Exchange, which is at the bottom of this suit, can't sell its grain through the Board, it is because its own business methods or exactions are such

that reputable commission men will not handle their business; and the attorney-general, instead of encouraging such laxity, should lecture the complainant on the sin of damp-hoolishness.

Milwaukee and Minneapolis are quarreling—on paper—over the question which is, or is to be, the greater market for barley. Both are affected with the pride of "gilded youth" in this respect; and both may suffer the fate of the great New York barley markets of twenty years ago, whose place Milwaukee was the first in the West to usurp. However, barley has now about finished its westward flight, and the future permanency of both markets will depend on the education of the Wisconsin and Northwestern in barley culture, such as is now occupying the attention of the Wisconsin Experiment Station, with which institution barley dealers of the Northwest should keep in close touch for active co-operation in disseminating good seed and new ideas of better methods of culture.

One of the first effects of the passage of the rate bill was the movement of the western roads to separate themselves from their more intimate connection with the grain business, doubtless in response to the mandate of the law that there should be no discrimination in appurtenances, facilities and services "in connection with the receipt, delivery, elevation and transfer in transit, ventilation, refrigeration or icing, storage and handling of property transported." The intimacy of the roads with the trade will, of course, be disclosed by the list of questions sent them for replies; but judging from present appearances and tendencies, those connections of an illegitimate character will all be broken long before the Commerce Commission begins its investigation by oral examinations. The roads all now seem to be hastening the day when they will be free from entangling alliances, and we doubt not they will be as glad to be free again as the general public will be to have them.

Occasionally the co-operative elevator rooter gets down to sense—like this utterance by Jimmy Butler of the Farmers' Advocate: "Farmers are themselves to blame for slumping the market with wheat unfit for trade. It runs the price down and injures men who care for their grain. If farmers' elevators would all refuse to handle damp, musty grain and let the trust elevators buy it for a song and sing it themselves, it might teach them to care for their wheat. Every farmers' elevator company should formulate plans for dealing with wheat in poor condition and call a meeting to discuss and act on the same. This should be done for the protection of farmers' elevators and a warning to stockholders to prepare and care for their grain." This is infinitely more sensible than accusing regular grain dealers of dishonesty who insist on protecting themselves from the folly of the kind of farmers Mr. Butler here complains of. However, if farmers more generally followed this advice the farmers' elevator would soon disappear, for one main cause of friction be-

tween farmers and elevator men would be removed.

The North Dakota Bankers' Association acted in good faith, of course, in adopting resolutions commending the Wisconsin Grain Commission and favoring the principle of a competitive market at the head of the lakes. The unfortunate fact remains, however, that the Superior Board of Trade, which must be one of these competitors, is little, if anything, more than a bucket-shop, its dominant influence being the Wisconsin Grain and Stock Co., formerly the Edwards-Wood Company. Now, no "exchange" dominated by a gambling house can be a competitive market. The Wisconsin Grain Commission has been properly credited with honest intentions, but, unfortunately, it can never be anything else than a capper for a gambling house so long as the Superior Board of Trade continues to be a haven of refuge for the kind of shifters it is now harboring.

The railway representatives in conference with the Commerce Commission in July requested that the Commission postpone the time when the law should take effect, in order to give the carriers more time to prepare and print rate schedules; that the requirement of ten days' notice of changes in rates be modified to permit changes in export and import rates on such notice as may be needed to meet the competition of foreign carriers; and that in case of joint tariffs, which are usually issued by the initial carrier, the terminal charges for storage, switching, etc., be published and filed by the delivering roads. The Commission was disposed to be as lenient as possible, but decided that it had no discretion to alter the time when the law shall go into effect (August 28); but intimated that if the roads would show a disposition to prepare schedules promptly the Commission would "do the rest." The firm attitude of the Commission at this conference is doubtless at the bottom of the rate adjustment a few days ago in the West, which is itself an indication of the wholesome influence of the new law upon the morale of the roads.

Too much must not be expected immediately of denaturized alcohol, and there must be some disappointment of the expectations encouraged by some of the agricultural press that an alcohol distillery may be set up on any farm. So long as there is any revenue tax on alcohol in the form of high wines the government must protect itself by supervision to prevent denaturized alcohol distilleries from lapsing into the more profitable business of distilling moonshine whisky. That means that the alcohol distilleries must support the government officials in the way of inspectors, gaugers, etc., which in turn means that distilling will not be a domestic industry. But this does not predicate no profit through the law to farmers. In the form of grain, beets, potatoes, and so forth, they must supply the raw materials for a business that certainly will eventually become a very large one, whether conducted by the many or by the few, as is the rule when supervision is a condition of existence.



## TRADE NOTES

It is announced that the Prinz & Rau Manufacturing Co., Milwaukee, Wis., will build an addition to their plant.

The Huntley Manufacturing Co. of Silver Creek, N. Y., is very busy at this writing. The company's business for the first six months of this year was far ahead of that of any previous year.

The business of the American Grain Meter Co., Springfield, Ohio, has developed to such an extent that it has been found necessary to increase the capital stock from \$50,000 to \$100,000.

Attention is called to the advertisement of the Dixon Crucible Co. elsewhere in this paper. The company will send free to those who make application for it a bulletin that gives some valuable information about paint and painting.

The American Manufacturing Co., 65 Wall Street, New York, has established a branch office at 707 Postoffice Square, Boston, Mass., for the sale of the well-known American Transmission Rope and other kinds of cordage. The new office is in charge of W. F. Morgan, who until recently managed the company's advertising and transmission rope department.

On August 1, H. H. Rice again assumed the supervision of the advertising department of Nordyke & Marmon Co., Indianapolis, Ind., succeeding Harmon W. Marsh. Mr. Rice will still retain his position as manager of the company's automobile sales department, but will have efficient assistance in the advertising department. Mr. Marsh has accepted a position with Levey Bros. & Co. of Indianapolis, in their advertising department, and will be associated with H. H. Paramore, the editor of Bank Notes.

The Burrell Manufacturing Co. on August 1 purchased the business and machinery stock of H. L. Thornburgh & Co. at 251 South Jefferson Street, Chicago. Mr. Thornburgh has outside interests that have been taking a large part of his time, and while he retains an interest in the purchasing concern, he will not be actively represented in it. Mr. Thornburgh's retirement comes after a career extending over 25 years in the Chicago machinery trade. First as Thornburgh & Glessner and later as Thornburgh Manufacturing Co. he made grain elevator machinery and has always been a large dealer in this class of goods. The Burrell Manufacturing Co. retains its manufacturing plant at Bradley, Ill., using the Chicago shops as an auxiliary and as a supply house. It will be in charge of R. W. Burrell.

The sudden death of Mr. John Saltar, Jr., on July 12, deprives the engineering world of one of its most active members. Mr. Saltar was a graduate of the Rensselaer Polytechnic Institute of Troy, N. Y., Class of '67. Upon graduation he accepted a position as civil engineer with an eastern railroad, later being appointed city engineer of Saratoga, N. Y., where he served for some time giving much satisfaction. Later his services were secured by the Government of Ecuador, where he was given charge of important works going on at that time; upon the completion of which he again turned his attention to railroad work in this country, finally accepting a position with the North Chicago Steel Works. This position he resigned in 1881 to accept the management of the Western department of the Otto Gas Engine Works of Philadelphia. About seven years ago he was elected president of the company, which position he held at the time of his death. Under his efficient management all the larger sizes of the Otto Engines have been perfected and placed on the market. The name of John Saltar, Jr., is probably best known to the engineering world, however, as the inventor of the submarine engines now being used in all submarine boats throughout the world. Mr.

Saltar was an active member of the Masonic order, and of the Western Society of Mechanical Engineers. Interment took place at Rockford, Ill., the place of his birth.

### NORTH DAKOTA BANKERS AND THE WISCONSIN GRAIN LAW.

The Bankers' Association of North Dakota, at its annual meeting at Fargo on July 16, adopted resolutions endorsing the Wisconsin Grain Commission's system of grain inspection and favored the opening in this way of a competitive grain market at the head of the lakes. The resolutions request that all opposition against the establishment of an equitable grain grading and inspection law at Superior be withdrawn, that the doctoring of grain in elevators be prohibited, and that Minnesota be asked to amend her laws accordingly.

It is also decided to assess the members of the Association to provide for the expense of a legislative committee which will take steps to secure the passage of the remedial legislation. Should these measures fail the bankers go further and recommend the establishment of farmers' co-operative elevators throughout the state and at terminal points.

These resolutions were adopted after an address delivered by Senator George B. Hudnall of Superior, on "Grain Inspection and Grading," who pointed out certain alleged advantages of Wisconsin inspection which he said would accrue to North Dakota shippers. The Duluth Board of Trade he held to be a monopoly which under the present system excluded all competition, and he asserted that the farmers of North Dakota lost last year nearly \$2,000,000 through dockage of grain.

The president of the Superior Board of Trade spoke along the same line and a letter was read from the mayor of Superior requesting the bankers to co-operate with the Superior business men in securing a competitive grain market.

### WHEAT AT KANSAS CITY.

Kansas City made a new record for wheat receipts on July 30, when 985 cars were posted as arrivals, containing 985,000 bushels (estimated). On August 1, 1900, there were received 990 cars, but in those days the cars in use were smaller than now and only contained 800 bushels, making the receipts in bushels 792,000. The receipts this year were largely from Kansas and Oklahoma, but about 200 cars were from Nebraska.

On August 1 there were about 2,000 cars of wheat in the Kansas City yards and 2,646,000 bushels in the elevators, against 885,100 bushels on same date of 1905. The grain was distributed as follows:

Elevator "A".....	413,600
Santa Fe .....	133,400
Frisco .....	107,000
Gulf .....	16,700
Kaw .....	29,700
Maple Leaf .....	149,800
Memphis .....	140,100
Milwaukee .....	305,100
Kansas & Missouri .....	391,800
Rock Island .....	67,900
Terminal .....	380,200
Star .....	1,300
Union Pacific .....	421,900
Wabash .....	227,500

Total ..... 2,646,000  
The railroad elevators are now transferring grain free of charge.

### BAG PROBLEM ON THE COAST.

The law of California provides that not to exceed 5,000 prison-made grain sacks shall be sold to any single individual; yet whenever grain sacks are in great demand the surplus supply always finds its way into the hands of a few dealers. The annual output of the San Quentin prison

is 4,000,000 sacks, of which 2,341,000 are absorbed by the counties of San Luis Obispo (1,210,250) and Monterey (1,130,750). It also appeared on investigation that the Rianda family of Monterey County got 40,000 sacks, the Giacomazzi family of the same county 58,000, and the Aroes 24,000, while many farmers not speculators can get none. So a San Joaquin farmer proposes an amendment to the law of distribution, that shall provide that distribution of the grain bags shall be taken out of the hands of the prison boards and placed in the hands of the supervisors of the various counties; that each county shall be entitled to its proportion in accordance with the number of acres devoted to the production of grain, as shown in the official assessment rolls; that all orders for bags should be vided by the supervisors, to show that the applicants are bona fide farmers; and that the supervisors be made responsible financially on their bond for any fraud that might be perpetrated.

### WISCONSIN GRAIN COMMISSION.

Henry A. Johnson of Superior has been appointed a member of the Wisconsin Grain Commission to succeed the late Homer Andrew. Mr. Johnson is and has been a member of the Superior Board of Trade since its organization, but of late years has been at Grafton, N. D.

On July 23 the Commission reorganized at Superior by electing Mr. F. Swansten, representing North Dakota, chairman, and Byron Kimball of Superior, secretary. The Commission will inspect all the grain it can and maintain its organization, at least until the courts have finally determined its status.

### WHAT TO DO IN CASE OF CONGESTION.

Secretary Wells of Iowa, in circular 17, makes the following valuable suggestion:

"We have discovered that at certain small terminal markets grain is not always inspected on arrival—in fact, not inspected until the cars are placed at the terminal elevator for unloading. In case of congestion, which often occurs at such markets, the yards and elevators both being crowded with grain, it frequently occurs that the elevator operator gives special orders for certain cars to be placed for unloading regardless of the order in which they arrived, which results in delay. In case of grain that is liable to get out of condition while standing on track, under such circumstances the loss of deterioration in quality falls on the shipper; while, if inspected immediately on arrival, the loss would fall on the buyer.

"Please note the resolution on this subject adopted at our last annual meeting. I would suggest that if you have suffered discount in price by such terminal buyers, you investigate and determine whether your grain was inspected immediately on arrival or not, as possibly such damage occurred while standing in the terminal yards.

"We find that such delays are not always chargeable to the railroad company, but rather to the terminal elevator company instead. The shipper certainly has the right to demand inspection on arrival. I will be glad to take up any cases of this character in the interest of our members."

Thrashermen in western Washington will charge 7 cents a bushel for thrashing clean wheat, and a higher rate for grain mixed with Chinese lettuce seed, in proportion to the extent of the adulteration.

The Southern Pacific Railway will until further notice receive no freight shipments consigned to San Francisco or Oakland, with the exception of packing house products, perishable freight and merchandise shipments. All heavy commodities such as lumber, grain, etc., will not be taken by the company.



## RECEIPTS AND SHIPMENTS.

Following are the receipts and shipments of grain, etc., at leading receiving and shipping points in the United States for the month of July, 1906:

**BALTIMORE**—Reported by H. A. Wroth, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1906.	1905.	1906.	1905.
Wheat, bushels.....	1,557,877	1,043,113	227,121	128,004
Corn, bushels.....	461,509	390,036	431,120	239,403
Oats, bushels.....	293,431	336,340	164	427
Barley, bushels.....				
Rye, bushels.....	13,398	4,073	12,857	
Timothy Seed, lbs.....	3,137	1,343		
Clover Seed, lbs.....	553	500		
Hay, tons.....	4,204	2,504	1,418	1,419
Flour, bbls.....	173,923	83,923	96,961	15,547
Mill feed, tons.....				

**BOSTON**—Reported by Daniel D. Morss, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1906.	1905.	1906.	1905.
Flour, bbls.....	101,171	92,726	45,431	24,355
Wheat, bushels.....	181,347		876,715	91,838
Corn, bushels.....	120,513	481,266	100,016	309,145
Oats, bushels.....	286,999	275,597	1,200	3,740
Rye, bushels.....	725			
Barley, bushels.....		18,945		18,373
Flax Seed, bushels.....				
Mill Feed, tons.....	895	988	36	165
Cornmeal, bbls.....	1,935	2,492	180	528
Oatmeal, bbls.....	12,389	12,898	5,210	6,155
Oatmeal, sacks.....	1,540	2,232	900	505
Hay, tons.....	11,920	13,780	3,096	1,632

**BUFFALO**—Reported by F. Howard Mason, secretary of the Chamber of Commerce. Opening April 17 to 30.

Articles.	Receipts.		Shipments.	
	1906.	1905.	1906.	1905.
Wheat, bushels.....	2,419,040	1,493,155	671,840	209,850
Corn, bushels.....	5,287,000	5,121,549	1,427,889	40,637
Oats, bushels.....	3,814,661	3,232,120	91,548	674,906
Barley, bushels.....	522,150	233,650	9,500	144,331
Rye, bushels.....				
Timothy Seed, lbs.....				
Clover Seed, lbs.....				
Other Grass Seed, lbs.....				
Flax Seed, bushels.....	869,860	423,900		
Broom Corn, lbs.....				
Hay, tons.....				
Flour, bbls.....	940,594	867,665		

Canal did not open until May 2.

**CHICAGO**—Reported by Geo. F. Stone, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1906.	1905.	1906.	1905.
Wheat, bushels.....	7,703,577	2,909,748	1,387,942	793,706
Corn, bushels.....	8,659,513	10,330,750	8,818,179	8,710,561
Oats, bushels.....	5,488,755	6,288,026	4,702,315	4,456,192
Barley, bushels.....	497,200	791,692	90,183	129,422
Rye, bushels.....	74,571	89,000	7,555	18,764
Timothy Seed, lbs.....	1,160,470	462,560	430,092	105,431
Clover Seed, lbs.....	74,945	45,040	7,020	18,946
Other Grass Seed, lbs.....	715,248	509,850	1,013,697	546,726
Flax Seed, bushels.....	40,200	117,020	33,566	8,421
Broom Corn, lbs.....	388,100	406,255	471,634	307,850
Hay, tons.....	17,947	16,683	2,270	877
Flour, bbls.....	541,516	463,144	539,129	410,454

**CINCINNATI**—Reported by C. B. Murray, superintendent of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1906.	1905.	1906.	1905.
Wheat, bushels.....	394,546	549,162	256,162	233,824
Corn, bushels.....	519,996	497,546	505,030	380,015
Oats, bushels.....	378,299	526,753	207,887	257,383
Barley, bushels.....		8,000	10	14
Malt, bushels.....	135,150	120,028	81,000	57,568
Rye, bushels.....	10,194	26,113	10,590	524
Timothy Seed, lbs.....	717		970	229
Clover Seed, lbs.....	98	466	469	172
Other Grass Seed, lbs.....	4,429	3,094	5,689	5,190
Hay, tons.....	10,685	4,738	8,199	4,553
Flour, bbls.....	111,412	84,525	70,898	47,511

**CLEVELAND**—Reported by M. A. Havens, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1906.	1905.	1906.	1905.
Wheat, bushels.....	600,589	100,138	105,869	35,400
Corn, bushels.....	179,313	730,261	97,548	519,541
Oats, bushels.....	349,609	999,408	137,299	430,225
Barley, bushels.....				
Rye, bushels.....	1,400	2,437		
Flax Seed, bushels.....		2,600		
Hay, tons.....	3,234	3,531	478	809
Flour, tons.....	3,936	5,181	1,527	2,779

**DETROIT**—Reported by F. W. Waring, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1906.	1905.	1906.	1905.
Wheat, bushels.....	239,241	189,581	2,832	16,864
Corn, bushels.....	361,803	310,369	40,102	113,291
Oats, bushels.....	186,944	136,828	35,621	
Barley, bushels.....	900	699		
Rye, bushels.....	6,933		16,351	3,497
Flour, bbls.....	27,100	23,900	18,800	7,000

**DULUTH**—Reported by H. B. Moore, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1906.	1905.	1906.	1905.
Wheat, bushels.....	1,092,808	353,218	2,473,157	783,278
Corn, bushels.....	45,765	9,699	95,648	
Oats, bushels.....	1,507,325	401,231	1,512,243	443,776
Barley, bushels.....	568,053	333,577	164,665	191,766
Rye, bushels.....	15,615	3,538		19,856
Flax Seed, bushels.....	1,877,106	81,075	1,728,813	504,766
Flour, bbls.....	617,550	567,015	550,050	553,725

**KANSAS CITY**—Reported by E. D. Bigelow, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1906.	1905.	1906.	1905.
Wheat, bushels.....	7,307,000	6,563,000	2,405,000	3,736,000
Corn, bushels.....	743,000	1,288,000	537,000	867,000
Oats, bushels.....	426,000	580,500	133,500	283,500
Barley, bushels.....	22,000	18,000	3,000	3,000
Rye, bushels.....	8,000	13,000		3,000
Bran, tons.....	1,110	585	2,805	3,555
Flax Seed, bushels.....			800	
Hay, tons.....	8,500	11,130	2,630	1,960
Flour, bbls.....			118,400	123,800

**MILWAUKEE**—Reported by Wm. J. Langson, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1906.	1905.	1906.	1905.
Wheat, bushels.....	361,717	371,360	24,595	63,780
Corn, bushels.....	456,950	108,300	612,267	94,766
Oats, bushels.....	648,200	490,100	541,700	333,730
Barley, bushels.....	584,100	369,550	127,195	185,900
Rye, bushels.....	42,400	31,200	18,100	11,000
Timothy Seed, lbs.....	103,190	18,325	108,805	136,000
Clover Seed, lbs.....		35,280		
Flax Seed, bushels.....	6,360	1,060		
Hay, tons.....	1,532	1,679	12	132
Flour, bbls.....	190,025	169,700	262,479	295,410

**GALVESTON**—Reported by C. McD. Robinson, chief inspector of the Cotton Exchange and Board of Trade.

Articles.	Receipts.		Shipments.	
	1906.	1905.	1906.	1905.
Wheat, bushels.....			232,000	
Corn, bushels.....				
Barley, bushels.....				

**MINNEAPOLIS**—Reported by L. T. Jamme, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1906.	1905.	1906.	1905.
Wheat, bushels.....	4,027,390	3,217,190	1,761,410	1,603,770
Corn, bushels.....	294,180	205,730	227,080	23,360
Oats, bushels.....	1,398,560	1,205,650	1,683,410	1,562,840
Barley, bushels.....	403,160	477,650	474,470	312,570
Rye, bushels.....	60,720	23,930	76,030	43,470
Flax Seed, bushels.....	433,100	55,530	683,670	88,550
Hay, tons.....	1,490	1,850	10	110
Flour, bbls.....	13,774	16,584	1,092,932	808,020

**MONTREAL**—Reported by George Hadrill, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1906.	1905.	1906.	1905.
Wheat, bushels.....	1,458,516	1,285,141	1,505,052	605,285
Corn, bushels.....	783,892	1,126,432	758,272	878,657
Oats, bushels.....	391,303	205,797	167,845	159,379
Barley, bushels.....	90,042	57,702	155,302	53,890
Rye, bushels.....				
Flax Seed, bushels.....	299,700	1,200	311,426	
Flour, barrels.....	78,044	66,744	194,470	116,008

**NEW ORLEANS**—Reported by H. S. Herring, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1906.	1905.	1906.	1905.
Wheat, bushels.....	153,000		42,300	3,000
Corn, bushels.....	207,600	110,020	151,916	82,196
Oats, bushels.....	271,200	156,000	133,755	11,915
Barley, bushels.....				
Rough rice.....				
Clean rice pockets.....				
Hay, bales.....	33,889		3,165	
*Flour, bbls.....	32,346	24,785	33,398	21,683

\*Through consignments of flour for export not included in receipts.

**NEW YORK**—Reported by the secretary of the Produce Exchange.

Articles.	Receipts.		Shipments.	
	1906.	1905.	1906.	1905.
Wheat, bushels.....	1,055,600	334,000	381,190	27,166
Corn, bushels.....	2,150,850	3,315,300	1,470,975	1,963,415
Oats, bushels.....	2,413,300	2,209,800	41,895	64,169
Barley, bushels.....	121,500	178,700		77,960
Rye, bushels.....	1,950	975	18,998	
Timothy Seed, bags.....			100	
Clover Seed, bags.....	655		329	385
Other Grass seed, bags.....		10		
Flax seed, bushels.....	419,800	407,400	433,529	
Broom corn, pounds.....				

Hay, tons..... 30,841 29,754 47,399 38,846  
Flour, barrels..... 425,115 368,004 176,712 145,311

**OMAHA**—Reported by Edward J. McVann, secretary of the Grain Exchange.

Articles.	Receipts.		Shipments.	
	1906.	1905.	1906.	1905.
Wheat, bu.....	2,225,200	444,000	226,000	208,000
Corn, bu.....	992,200	800,000	1,380,000	937,000
Oats, bu.....	352,000	267,000	286,500	418,500
Barley, bu.....	5,000		1,000	
Rye, bu.....	3,000	2,000	2,000	1,000

**PEORIA**—Reported by R. C. Grier, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1906.	1905.	1906.	1905.
Wheat, bushels.....	414,000	175,200	216,600	123,100
Corn, bushels.....	747,300	997,000	427,500	566,000
Oats, bushels.....	1,411,600	1,066,000	1,598,400	1,126,400
Barley, bushels.....	74,000	34,200	34,000	27,000
Rye, bushels.....	20,700	10,400	9,000	32,000
Mill Feed, tons.....	1,025	405	3,537	2,800
Spirits and Liquors, bbls.....				
Syrups and Glucose, bbls.....				
Seeds, lbs.....		30,000		
Broom Corn, lbs.....		15,000		
Hay, tons.....	2,090	740	570	70
Flour, bbls.....	126,950	52,000	131,650	48,220



## ELEVATOR AND GRAIN NEWS

### ILLINOIS.

The new elevator at Emden, Ill., is nearly completed.

W. H. Wade of Vernon, Ill., has sold out his grain business.

The grain elevator at Appleton, Ill., is undergoing repairs.

Miles White & Co. of Lena, Ill., have completed their new elevator.

The C. A. Burk Grain Co. succeeds C. A. Burk in the grain business at Decatur, Ill.

William Richardson of Ellsworth, Ill., is rebuilding the elevator recently destroyed by fire.

John Newcomer of Byron, Ill., has purchased a portable grain elevator to handle ear corn, etc.

J. T. Darnielle of Alton, Ill., has been negotiating for Charles Master's grain business at Carlinville.

Kline Brothers' Coal and Grain Co. of Evanston, Ill., has increased its capital from \$10,000 to \$20,000.

John T. Harty has purchased the Highland Grain Co.'s elevator at Kinsman, Ill., for the consideration of \$6,000.

James W. Baddenburg has sold his elevator at Witt, Ill., to the Witt Elevator Co. for the consideration of \$4,000.

A. A. Armitage sold his grain business in Buckingham, Ill., to W. J. Herscher at a reported consideration of \$11,000.

F. W. McWilliams is in charge of the new Munday Elevator at Butler, Ill., which was opened for business last month.

N. R. Moore of Roanoke, Ill., will establish headquarters for the five elevators he is interested in at Galesburg, Ill.

Harrington & Logan of Otterbine, Ill., are building a new grain elevator at Freeland, Ill. The capacity is 20,000 bushels.

It is rumored the Atlas Grain Co. of West Brooklyn, Ill., has disposed of its elevator to the Neola Elevator Co. of Chicago.

H. Ricketts and J. Marble of Germantown, Ill., have purchased and taken possession of the elevator at Rileysburg, owned by Davis & Co.

C. Feiker of Walker, Ill., has disposed of his elevator for 480 acres of land in Pope County, Minn. He will remain in possession, however, until January 1.

The new elevator at West Newell, Ill., of which H. M. Blair will be in charge, is nearing completion. A 25-horsepower gasoline engine will furnish the power.

The Burrell Engineering & Construction Co. of Chicago has the contract for remodeling and repairing Edmond Burts' elevators at Shannon and Harper, Ill.

C. W. Carroll of Blandinsville, Ill., may erect a new elevator and has already completed a new office and scales at the site where the old ones were burned.

C. F. Crow of Fairmont, Ill., has recently completed a 50,000-bushel grain elevator which is 30x60 feet and 50 feet high. New machinery has been installed.

A. E. Bivins of Bunker Hill, Ill., has sold his elevator and hay warehouse to A. E. Mercer, who will continue the business. Mr. Bivins will probably go to Alton, Ill.

George Pearce, an old grain buyer from Peoria, has purchased a half interest in the elevator at Varna, Ill. The new firm will be known as George Pearce & Co.

The Stonington Farmers' Grain Co. is the style of a new corporation at Stonington, Ill., which was capitalized for \$12,000 by M. A. Holden, J. B. Schrantz and F. Doyle.

The Tucker Grain and Coal Co. of Kankakee, Ill., has decided to erect an elevator with modern equipments at a cost of about \$3,500. Alex Adams will be placed in charge.

Several changes have been made in the elevator situation at Chicago, Ill. The Armour Grain Co. has leased the Union and the Iowa Elevators, formerly operated by the Harris-Scotten Co. and having a capacity of 3,000,000 bushels. Bartlett, Frazier & Carrington have leased the National, with 1,000,000 bushels' capacity, and the J. Rosenbaum Grain Co. has taken the City Elevator, with 800,000 bushels' capacity. The two latter were

declared regular for grain storage at a recent meeting of the directory of the Board of Trade.

The Farmers' Grain Co. of Dorans, is the style of a recent Illinois corporation with principal offices at Dorans and a capitalization of \$10,000.

The Stege Grain Co. of Matteson, Ill., was incorporated July 14, with a capital stock of \$35,000. Those interested are Henry C. H. Stege, George H. Stege and Mrs. Mary A. Stege.

H. F. Maus and J. M. Kautz of Latham, Ill., will erect an elevator, to be completed September 1, at a cost of \$7,000. The capacity will be 15,000 bushels and the motive power will be supplied by a gasoline engine.

After having completed Schoening & Koenigsmark's grain elevator at Prairie du Rocher, Ill., the Burrell Engineering & Construction Co. has been awarded the contract for building their new warehouse, cooper shops and barn.

S. W. McSpadden of Kewanee, Ill., has purchased the grain elevator business of the Johnston Grain Co. and will hereafter conduct the plant. The elevator building, which is owned by George Dole of Chicago, was not included.

The Herdman Grain Co. of Morrisonville, Ill., has been incorporated with a capital stock of \$10,000. The incorporators are A. B. Herdman, H. H. Herdman and W. J. Herdman, who will deal in grain and conduct a milling business.

C. S. Weaver of Mason City, Ill., bid in the farmers' elevator and fixtures at Lincoln, Ill., at \$6,000, for James Ryan of New Holland. The plant was owned by the Farmers' Grain and Coal Co., of New Holland and was placed on sale July 25 by the receiver.

Frank Hefebower, cashier of the State Bank of Sterling, Ill., has purchased Harrison Brothers' elevator. The new owner has taken possession and will retain Frank Hall, who has been connected with the elevator for many years, as manager.

About \$50,000 will be expended by the owners of the Cairo (Ill.) elevator, which is undergoing repairs. New machinery which will add to the capacity of the 750,000-bushel elevator will be installed while the bins are empty, owing to light business.

The Smith-Hippen Grain Co., Pekin, Ill., has been reorganized, E. F. Unland, D. C. Smith and Habbe Velde, retiring directors, being succeeded by E. W. Wilson, Herman W. Hippen and J. C. Aydelott. This is one of the oldest grain companies in that section of the state.

G. W. Bane & Son of Ellsworth, Ill., are building a double corn crib and granary. The frame is of hardwood and is 10x64 feet on the ground and 14 feet high. The oats bin will be over the driveway and they will use a horsepower dump and elevator to put the grain in the bin and crib.

Secretary Strong of the Illinois Association notes the following recent changes in the ownership of Illinois elevators: Bader & Co. succeed J. H. Windhurst at Astoria; Chas. Wetzel succeeds Wetzel Bros. at Wetzel (mail R. F. D. 28 from Edgar p. o.); Meyers & Shanks succeed Fred C. Meyers at Pearl City; C. H. Faith succeeds Faith & Dewern at Warrensburg; B. P. Staley succeeds Staley & Hitch at Staley's (mail Champaign); J. I. Hitch succeeds Staley & Hitch at Bondville (mail Champaign); Davies & Garrett succeed A. N. Davies at Disco; W. W. Gray at Wing sold out and elevator closed; Geo. Jacobson succeeds Harristown Grain Co. at Harristown; A. E. Mercer succeeds E. F. Bauman at Bunker Hill.

After nearly forty years of activity in the grain business, the members of the firm of Quigg, Railsback & Co., of Minier, Ill., has reorganized and incorporated with a capital stock of \$35,000, so that the older members, who have grown old with the business, may retire. The members of this firm have been in continuous business at Minier since 1867, starting under the firm name of Railsback & Mitchell, and they were joined in 1869 by Williams and Quigg. In 1872 these two firms consolidated under the name of Williams, Railsback & Company, and so continued until the death of N. P. Williams in 1885, when it assumed the name of Quigg, Railsback & Co., composed of John F. and James F. Quigg, Frank Williams, James E. Railsback and R. J. Mitchell, and so continued until 1887, when S. S. Tanner was taken into the business. In 1889 Frank Williams sold his interest. In the reorganization S. S. Tanner has sold his entire interests in the above named firm to Railsback Bros., of Ashland, Neb., and will devote his time to other interests; but he still retains his interest in the firm of Quigg & Tanner, doing business at Atlanta. The new incorporation is composed of John F. and Buford Quigg, R. J. Mitchell, James E. Railsback and Railsback Bros., of Ashland, Neb. The firm will conduct the business in the future from the former office of Quigg & Tanner, and the active managers will be John F. Quigg, president and manager, and

Buford Quigg, secretary and treasurer. The new firm will be known as the Quigg-Railsback-Company.

The old Fulton Elevator, one of the landmarks in the warehouse district in Chicago, is to be torn down to make room for a freight house for the Chicago, Milwaukee & St. Paul Railroad. The building was erected at Kinzie and Canal streets almost fifty years ago and was named after the inventor of the steamboat. Its capacity is 400,000 bushels. The first owners were Munn & Scott. From their hands the building passed to Munger, Wheeler & Co., who made a fortune, and then to what was known as the English syndicate, the Railways Terminal Elevator Co., who purchased the structure, and the St. Paul Railroad Company finally was forced to acquire the property. For the last few years the elevator has been used for the overflow of the Armour elevators. As an elevator it is practically worthless now, because of its age and old-fashioned design. The St. Paul Elevator, with a capacity of 800,000 bushels, which is not quite so old and which stands next to the Fulton, is also to be torn down.

### IOWA.

It is rumored James, Iowa, will get a new elevator.

Brown's elevator at Little Rock, Iowa, is nearing completion.

William Droll is building a 10,000-bushel elevator at Hills, Iowa.

A farmers' elevator company is being organized at Knoke, Iowa.

The Atlas Grain Co. is reported to have sold its elevator at Earling, Iowa.

A new grain elevator is replacing the antiquated structure at Truro, Iowa.

The Henshaw & Ringle grain house of Atlantic, Iowa, has new scales.

W. S. Du Bois of Rockwell City, Iowa, has closed up his grain business.

R. S. Witter has succeeded L. R. Brown in the grain business at Dawson, Iowa.

C. A. Brown has sold his elevator at Wapello, Iowa, to E. B. Cook of Cedar Rapids.

The Robert's Elevator at Rippey, Iowa, is being remodeled into a plant of larger capacity.

John Malinger & Son have purchased the elevator of Maurice Bailey at Duncombe, Iowa.

J. R. Trauger of Trauger, Pa., contemplates entering the grain shipping business at Alexandria, Iowa.

It is reported that an elevator will be erected at Hawley, Iowa, by Siebert Brothers of Forest City, Iowa.

The safe in the grain office of Jacob Pohl of Hampton, Iowa, was blown open by cracksmen on the night of July 23.

Cathcart & Son of Kingsley, Iowa, have begun the erection of an elevator. It will have a capacity of 20,000 bushels.

R. O. Sherrick and Harlie Yost recently acquired the "Q" elevator and scales at Libertyville, Iowa, and are now in possession.

M. J. Daeges and Andrew Stepleton have leased the Atlas Grain Co.'s elevator at Templeton, Iowa, and have assumed charge.

The American Cereal Co. of Cedar Rapids, Iowa, has begun work on building a 200,000-bushel elevator, which will be built of hollow tile.

P. C. Carlson of Farnhamville, Iowa, is organizing a farmers' elevator company, to be capitalized at \$5,000, shares being worth \$25. About \$1,775 has been secured.

E. A. Brown of Luverne, Iowa, has let the contract for a new elevator, 28x30 feet and 32 feet high, with a capacity of 20,000 bushels. He will raze the old elevator to give room.

At Renwick, Iowa, 115 farmers have joined in organizing the Renwick Farmers' Exchange Co. and have purchased the Munger Elevator property. F. Southwick is the manager.

The Chase Elevator at Grimes Center, Iowa, has been improving, constructing a cement engine room and doing away with the one blind horse, who did faithful service in the past.

A. P. Ladwig, who has been in the hotel business in LeMars for the past three years, has purchased an interest in a grain elevator at Hawkeye, Iowa, and will move to that point.

The recently organized Farmers' Elevator Co. of Rock Rapids, Iowa, have purchased Peters & Penman's elevator, coal sheds and corn cribs for \$3,000. The company commenced business operations August 1, with C. F. Smock as manager.

The farmers near Pomeroy, Iowa, have practically completed the organization of a farmers' elevator company, to be known as The Pomeroy Co-operative Grain Company. The company will



be capitalized at \$10,000 and will do a general grain and coal business.

The Reliance Elevator at Brltt, Iowa, has been repaired and opened for business by C. E. Buzich.

S. B. Williams of Boone, Iowa, has recently added a cob house and chutes for the grain to his elevator. Two 10-horsepower Lewis gasoline engines are new acquisitions supplying the power for a new sheller and cleaner and the other mechanism of the plant.

#### MISSOURI, KANSAS AND NEBRASKA.

T. B. Hord will build an elevator at Schuyler, Neb.

Connor Bros., grain dealers at Wichita, Kan., have sold out.

Work on the new McLucas Elevator at Hebron, Neb., is nearing completion.

The new Nye & Schneider elevator at Emmet, Neb., is nearing completion.

The new farmers' elevator at Wilsonville, Neb., is completed and doing business.

The new elevator at Hoag, Neb., is rapidly nearing completion and will cost \$5,500.

O'Connor & Stratton's new elevator at Hartford, Kan., was started up the last of July.

Edward Reeves has leased the elevator at Byron, Neb., and will operate it this season.

Extensive repairs on its elevator are being made by the Crowell Grain Co. of Colon, Neb.

The Osage City Grain and Elevator Co. of Osage City, Kan., has its new elevator running.

C. W. Barker of Everton, Mo., has engaged in the grain business with W. C. Howard at Greenfield, Mo.

A delay in the arrival of material has set back the work on the 20,000-bushel elevator at Lincolnville, Kan.

An elevator will be built at Humboldt, Kan., by the Morrison Grain Co. and James Perry will be put in charge.

A new boiler house, boiler and other extensive improvements have been placed on the Updike Elevator at Wilber, Neb.

Hord & Son are building a new elevator at Central City, Neb., while the T. B. Hord Grain Co. is erecting one at Hordville and another at Mohler.

The new 60,000-bushel elevator of the Moundridge Milling Co. of Moundridge, Kan., started up July 19, giving the firm a total storing capacity of 120,000 bushels.

J. F. Westrand & Son have purchased the Holmquist Grain and Lumber Co.'s interests at Bloomfield, Neb., with which Mr. Westrand has been employed for many years.

The Thayer Grain Co. of Thayer, Kan., has been incorporated with G. W. Williams, president; O. H. McNulty, vice-president; Owen McNulty, treasurer and manager and F. S. Rexford, secretary.

The Gordon Elevator Co. has been organized to operate the Maple Leaf Elevator in North St. Joseph, Mo., which has been idle for several months. Thomas P. Gordon is at the head of the concern.

The Nye-Schneider-Fowler Co. have purchased twenty-eight motors, which range in size from 5 to 75-horsepower and the individual drive system will be used on all machinery in the new elevator at Omaha.

Articles of incorporation of the Farmers' Grain & Stock Co., of Nealing, Neb., were recently filed by A. Linn, president, and M. Stenvers, treasurer, with a capital stock of \$10,000. The company will either build or lease an elevator.

The Santa Fe Elevator at Argentine, Kansas City, Mo., is being re-equipped, and E. Kennery, the superintendent, states it will handle 90,000 bushels of grain per hour. About \$10,000 will be expended on the work.

Articles of incorporation have been filed in Nebraska by the Virginia Grain Co., of Gage County. The capital stock is given at \$4,000 and those interested are J. N. Bashor, W. H. Stambaugh, O. Beal, G. W. Wetherby and G. A. Erickson.

Articles of incorporation for the Clay Center Grain and Stock Company of Clay Center, Neb., have been filed. The capital stock will amount to \$10,000, of which \$3,000 is paid in. An elevator has been leased and W. B. Smith appointed manager.

The Burrell Engineering & Construction Co. has contracted for Rankin, Whitham & Co.'s second elevator at Rankin Switch, Mo. This elevator is located on the Santa Fe road, while the first one is situated on the Wabash road. Its capacity will be 15,000 bushels.

Floyd Campbell, for nine years one of the most active grain men in Omaha, has sold his interest in the Nebraska-Iowa Grain Co. and gone to St. Louis, Mo., where he becomes manager of the Cochrane Grain Co. Arthur English, an Omaha man, has purchased Mr. Campbell's interests in

Omaha and will become treasurer and assistant manager of the Nebraska-Iowa Grain Co. C. F. Davis, at present the treasurer of that company, will take Mr. Campbell's place as secretary and treasurer of the Nebraska-Iowa Co.

The G. W. Wirt mill and elevator at Tecumseh, Neb., is again in operation, after being closed for about a year. Mr. Wirt has purchased a new set of scales and also a 12-horsepower gasoline engine. The latter will be used in the elevator to run the feed-grinding machinery.

The Antle-Linley Grain Co. of Atchison, Kan., gave up its lease on the Baker Elevator and will handle its grain through the Santa Fe Elevator, of which half is devoted to the storing and cleaning of grain, while an oatmeal mill occupies the remainder. It is rumored that other parties will operate the Baker plant.

It is announced officially that Alex Berger has disposed of his stock in the Central Granaries Co. of Lincoln, Neb., to C. G. Crittenden and others of the company, and to Milwaukee parties. C. G. Crittenden has been made president of the company and F. D. Levering has been made vice-president. The headquarters will remain at Lincoln.

The Red Willow County Farmers' Co-operative Grain and Live Stock Co. of Nebraska has filed an amendment to its articles of incorporation, in which the capital stock is increased to \$25,000 and provision is made for further increase by a two-thirds vote of the stock. James Ryan is president and V. J. Glandon is secretary of the company.

#### MINNESOTA AND WISCONSIN.

The Cokato Elevator Co. of Cokato, Minn., will sell out.

H. Lambie, is the new owner of the elevator at Airlie, Minn.

A farmers' elevator company is being organized at Hallock, Minn.

The Farmers' Elevator at Bird Island, Minn., is ready to do business.

The elevator at Heron Lake, Minn., which was burned, is being rebuilt.

A new elevator will be erected at Kilkenny, Minn., by David Gorman.

M. Simonitsch of Moorhead, Minn., will build a large elevator on his farm.

W. G. McCutcheon & Co. of Kasson, Minn., have installed new dump scales.

A new elevator will be built by the Stewart Elevator Co. at Osseo, Minn.

The J. Richardson Co. of Bird Island, Minn., have sold to a gentleman from Stewart.

James Quirk has purchased the Bennett Grain Co.'s elevator at Le Sueur, Minn.

J. L. Norris & Son have succeeded J. L. Norris in the grain business at Casnovia, Minn.

The Hunting Elevator at Brownsdale, Minn., is being elevated, enlarged and remodeled.

Sivert Olson reports the purchase of the Hanson Elevator for \$3,000 at Judge, Minn.

A crew of workmen is engaged in repairing the Northwestern Elevator at Shelby, Minn.

The Crown Elevator Co. of Fairbault, Minn., has placed new dump scales in the elevator.

The Barth Elevator Co., Milwaukee, Wis., has decreased the capital stock from \$6,000 to \$500.

James S. Gribben, grain buyer of Lanesboro, Minn., has closed up his warehouse for repairs.

David Patterson of Greenleaf, Wis., has sold his elevator to William Zimmerman of Wrightstown.

The Iowa Elevator Co. of Minneapolis, Minn., has moved its headquarters to Fort Dodge, Iowa.

The old Doffing Elevator of Hampton, Minn., has been leased by a Minneapolis firm, who will operate it.

The Pierce-Stephenson Elevator Co., of Sergeant, Minn., has commenced work on a new elevator.

A new dump has been installed in the elevator at Clear Lake, Minn., which C. E. Varley is operating.

The Hawley Farmers Elevator Co. has been incorporated at Hawley, Minn., with a capital stock of \$20,000.

The Quirk Elevator at Le Sueur Center, Minn., opened early in August under the management of Thomas Murphy.

The Eagle Roller Mill Co. of New Ulm, Minn., have razed Elevator "B" to make room for an addition to their mill.

The Dodge Center Elevator Co. of Dodge Center, Minn., has sold the elevator known as the Merchants' Elevator, to Andrew Fredrickson. He

has made some repairs and the plant is now in operation.

Jamison & Hevener of St. Paul, Minn., are building a large storehouse near their grain elevator at Glover Station, Wis.

Farmers in the vicinity of Tyler, Richland County, Minn., have purchased the National Elevator at that place.

The Farmers' Elevator Co. of Marietta, Minn., is negotiating for a site to rebuild the elevator destroyed last spring.

C. W. Cheney's elevator at Eau Claire, Wis., recently partly burned, is being rebuilt for the early resumption of business.

The Button Elevator Co. has been repairing its elevator at Bigelow, Minn., and has placed a new roof over the structure.

A "one-man" elevator is being erected at Kasson, Minn., by the Western Elevator Co., which tore down its old building.

The Farmers' Produce Co. of Porter, Minn., have completed their new elevator, giving them a storage capacity of 30,000 bushels.

Extensive repairs have been made on the Security Elevator Co.'s building at Madison, Minn., where Nic Ehlenz is in charge.

Bids were received by the Wylie Farmers' Elevator & Mercantile Co. of Wylie, Minn., for a 15,000 or a 20,000-bushel elevator.

The Prairie Elevator Co. has disposed of its line of sixty-four elevators in Minnesota and North Dakota, to the Homestead Elevator Co.

The Farmers' Co-operative Elevator Co. of Windom, Minn., has decided to buy an elevator, and is negotiating for the Hutton Elevator.

The Northern Grain Co. of North Redwood, Minn., of which M. McGowan is manager, has commenced buying grain at the west elevator.

The farmers' elevator at Buffalo Lake, Minn., has been opened and C. Steinkopf engaged as buyer and manager at a salary of \$75 per month.

The Reliance Elevator Co. has taken down its elevator at Glencoe, Minn., and will ship the machinery and a part of the lumber to Orderlie, S. D.

The Wheaton Farmers' Elevator Co. of Wheaton, Minn., has purchased the Burton Elevator for \$3,000. They contemplate building a new elevator next year.

The Farmers' Co-operative Association of Lake Benton, Minn., has decided to purchase Bingham Bros.' elevator, if the requisite funds can be secured to do so.

Gilchrist & Co. of McGregor, Minn., have disposed of their elevator to W. F. Jorden, formerly of Elkton, who will tear it down and erect one of modern construction.

John Murphy of Kilkenny, Minn., is tearing down his old warehouse, which has been doing him service for twenty-four years and will erect a modern 22,000-bushel elevator.

The Farmers' Co-operative Society of Alpha, Minn., have purchased A. D. Packard & Son's elevator and site for \$3,400. This gives them two plants in this town.

Work has started on a new elevator at New Richmond, Wis., to be owned by Williams and Greeley. It will cost \$5,000, and will have a capacity of 25,000 bushels.

L. H. Emmons of Albert Lea, Minn., has sold his elevator to the George C. Harper Co. of Minneapolis, for \$3,500. Mr. Sorenson will be the company's representative.

The Hardwick Farmers' Elevator Co. of Luverne, Minn., has completed an addition to its elevator, 12 by 30 feet in size, which will be used for storing twine and feed.

The Kenyon Farmers' Elevator Co. of Kenyon, Minn., is negotiating for the purchase of the elevators at Bombay and Epsom, which are owned by the Milwaukee Elevator Co.

A new corporation known as the Minnesota and Iowa Elevator Co., has been organized in Minneapolis, with a capital stock of \$100,000. The incorporators are Giles W. Brown, A. H. Wood and M. E. Brown.

At the annual meeting of the Granite Falls Elevator & Milling Co. of Granite Falls, Minn., John J. Mooney was elected president, L. O. Enstad, vice-president; Theo. Maybohm, secretary, and K. E. Neste, treasurer.

An organization of 140 farmers has been perfected by H. P. Pettis at Browerville, Minn., and each has subscribed for stock in the State Exchange. The Winter & Ames Elevator at that place was purchased for \$3,300 by President



Major of the exchange and Peter O. Landgren of Ward, Minn., has been engaged as buyer.

The Homestead Elevator Co. of Minneapolis, Minn., has recently been incorporated with a capital stock of \$300,000. Those interested are G. C. Bagley, C. M. Case and F. C. Riebe.

Hoffman & Haen are building an addition, 16x28 feet in size, to their elevator at Renville, Minn. The lower floor will be used for a feed mill which they contemplate putting in, and the upper part for the storage of grain.

The people of Lake Crystal, Minn., witnessed a novel sight the latter part of July, when the elevator owned by Marston & Larson was removed from its old location, through the streets of the town, to a better location.

M. Johnson, buyer at the Farmers' Elevator of Rushford, Minn., has resigned and purchased the City Elevator. He will make many changes in the arrangements of the machinery, greatly simplifying the handling of grain.

At Doran, Minn., the Doran Producers' Elevator was recently organized among the farmers with a capital stock of \$10,000 divided into 200 shares. The company has purchased the Jenkins Elevator there and will operate it this season.

George Burley, who is in charge of the elevator at Little Falls, Minn., owned by the Retail Merchants' Association, has been authorized to remodel it to 2,200-bushels' capacity and to install an electric motor and elevating machinery.

The Bradley Elevator, capacity 40,000 bushels, and flour mill at Spirit Falls, Wis., have been sold to the H. E. McEachron Milling Co. at Wausau. The elevator and mill will be dismantled and shipped to Wausau, Wis., where they will be rebuilt.

A. K. Taylor, manager of the Milwaukee Elevator Co., of Milwaukee, Wis., has resigned to begin business with Clark Fagg. They take charge of half of elevator "B" at the foot of Eighth Street, where they will have 400,000 bushels' capacity for storage of grain.

Mortenson & Co. of Canby, Minn., have let the contract for the remodeling of the John Swenson Elevator Co.'s flat house into a grain warehouse, of 40,000 bushels' capacity. Steel pits will be put in at both the new and old elevators and the work was completed August 10.

M. Ryan & Co. have purchased the Benson Grain Co.'s elevator at Luverne, Minn., which has a capacity of 15,000 bushels and was built by the firm of Kelley & Ryan, of which the new owner was a member, in 1896. It was subsequently sold to W. J. Kinne and then to the late owners.

The directors of the Farmers' Elevator Co. of Hastings, Minn., let the contract to rebuild on the burned site to S. H. Tromanhauser at \$7,700, operations to begin at once. It will be a crib elevator, covered with corrugated steel and 4,700 bushels' capacity, to be completed by August 15.

At the annual meeting of the Western Elevator Co. of Winona, Minn., the old officers were re-elected as follows: President, Charles Horton; first vice-president, W. B. Parsons; second vice-president; W. P. Tearse, treasurer, R. E. Tearse; secretary, C. P. Crangle. The above named officers, together with C. M. Morse and J. R. Marfield, constitute the board of directors.

A modern cribbed grain warehouse is being erected by the Davenport Elevator Co. at Luverne, Minn., on the site of the old one which proved too small. The building will be 24x30 feet in size, with bins 38 feet deep, and will have a capacity of 20,000 to 25,000 bushels. Mr. Hansen, the company's auditor, is in charge and says the plant will be ready for the fall business.

Thorn, Christensen & Co. of Rushmore, Minn., announce a change in their firm name which will hereafter be the Christensen Grain Co., J. B. Ludlow having purchased W. C. Thorn's interests. The other shareholders, C. N. Peterson, W. H. Christensen, S. B. Bedford and the Malchow Brothers of Wilder, continue to hold their stock. The change took effect August 1.

Incorporation papers were recently filed by the St. Charles Farmers' Elevator Co. of St. Charles, Minn. The capital stock is \$10,000. The officers are: President, W. T. Spencer; vice-president, James Small; secretary, Benjamin Campbell; treasurer, Oscar Bayson. There are about 250 stockholders, all farmers. The corporation has purchased the L. Schnell elevator and coal houses and was ready for business August 1.

The Harrington Grain Co. has been organized at Pipestone, Minn., by D. C. and W. V. Harrington, who propose to establish a line of elevators in Pipestone, Ihlen and Manley, Minn.; Winfred, Booge and Davis, S. D.; Merrill, Maurice, Dalton, Lester and Alvord, Iowa, and will commence operations soon. The main office will be at Pipestone and will in charge of D. C. Harrington, who is the

manager. W. V. Harrington will be superintendent in charge of the eleven elevators.

A concerted movement on the part of citizens of New Ulm, Minn., has caused Bingham Bros., to include smut collectors in the plans of their new elevator. Those residing near the elevator destroyed a few weeks ago complained of the offal of grain blowing over their property.

The contract for the new elevator at Hayfield, Minn., was given the John Lund Co. of Minneapolis by the Farmers' Elevator Co. at \$3,450, to be completed August 10. The plans call for a building 30x32 feet in size, with 40-foot cribbing, five feet higher in the center. There will be 11 bins, most of which will have hopper bottoms, rope drive, dump scale, shipping bin with scales, manlift, cement block engine house 2x20x14, with concrete floor.

The James Quirk Milling Co. will erect two steel wheat tanks, 80 feet high by 50 feet in diameter, at Montgomery, Minn. The work is being done by the Minneapolis Steel and Machinery Co., and about \$50,000 is being expended. When done the tanks will accommodate 300,000 bushels of grain and will be spouted over to the north elevator, allowing all of the unloading of wheat into the new receptacles. The company has secured a state weigher and inspector for Montgomery.

#### THE DAKOTAS.

Mansfield, S. D., will have a new elevator.

A new elevator will be built at Ordway, S. D.

An elevator is going up at Yoslanta, N. D.

The elevator at Fairdale, N. D., is completed.

An elevator is being built at Towner, N. D.

A new elevator is being built at Aberdeen, S. D.

An elevator will be erected at Campbell, N. D.

A new elevator is being built at Eckelson, N. D.

A fifth elevator is being erected at Overly, N. D.

Lamb Bros. are erecting an elevator at Mapes, N. D.

A. O. Krogan will erect an elevator at Druscall, N. D.

M. J. Dunn will erect an elevator at Nekoma, N. D.

A Mr. Eaton is erecting an elevator at Loma, N. D.

Charles Calkins is building an elevator at Deering, N. D.

Lerchen Bros. will erect an elevator at Judson, N. D.

The Crown Elevator at Barney, N. D., has been completed.

A Mr. Sorenson will erect an elevator at Englevale, N. D.

The Gribbin-Alair Co. is building an elevator at Judd, N. D.

A 40,000-bushel elevator is being erected at Nome, N. D.

It is rumored an elevator will be erected at Dazey, N. D.

A farmers' elevator will soon be erected at Tenney, N. D.

A 35,000-bushel elevator will be erected at Niagara, N. D.

E. Lloyd and H. Jackson will build an elevator at Beach, N. D.

The Canova Grain Co. will build an elevator at Canastota, S. D.

The farmers' elevator at Russell, N. D., is closed for a few weeks.

The Royal Elevator Co. is building an elevator at Sawyer, N. D.

A 40,000-bushel capacity elevator is building at Valley City, N. D.

The Duluth Elevator Co. will erect an elevator at Emerado, N. D.

"Ny" Owen has purchased the Dougherty Elevator at Button, S. D.

The new Powers Elevator at Cleveland, N. D., has been completed.

The Harvey Mercantile Co. of Harvey, N. D., proposes a new elevator.

The farmers' elevator now building at Roswell, S. D., will cost \$5,000.

A. L. Edmunds has opened the Imperial Elevator at Edinburg, N. D.

The Mandan Mercantile Co. propose a new elevator for Mandan, N. D.

Gackle & Billigmeier of Harvey, N. D., are building a large elevator.

The Acme Elevator Company will erect an elevator at Esmond, N. D.

It is said that Sheils & Weaver have bought the old flat house on the Milwaukee right-of-way at

Edgeley, N. D., and that they will erect a new elevator.

Ryder, N. D., will have six new line elevators in time for the coming crop.

George Bingham has purchased the Independent Elevator at Cogswell, S. D.

Improvements are being made on the Williams Elevator at Andover, S. D.

The Osborne-McMillan Elevator Co. at Dogden, N. D., is erecting an elevator.

Farmers at Colton, S. D., are building an elevator to be ready September 5.

Rounsville & Doty's elevator at Spiritwood, N. D., is ready for business.

Work has been completed on the new Gribbin-Alair elevator at Deaton, N. D.

A farmers' elevator of 40,000-bushel capacity will be erected at Ozone, N. D.

George Abelen has commenced business in his new elevator at Anamoose, N. D.

A large addition is being built on the Woodworth Elevator at Balfour, N. D.

The Simonson Elevator Co. is building a 35,000-bushel elevator at Sterling, N. D.

C. E. Burgess of Devils Lake, N. D., contemplates building an elevator at Tolna.

An independent elevator will be built at Calio, N. D., making the third in the town.

Work has been completed at the New Walum Farmers' Elevator at Walum, N. D.

C. W. Thompson of Monroe, S. D., sold his elevator to J. D. Schroggs of Beresford.

An elevator is projected by the Eastedge Farmers' Elevator Co. of Eastedge, N. D.

The Miller Elevator Co. of Rauville, S. D., is having repairs made on its elevator.

The Osborne-McMillan Co. have been making repairs on their elevator at Manfred, N. D.

The Victoria Elevator, now building at Ray, N. D., will make the fourth for that place.

The Sullivan Elevator Co. is erecting a 30,000-bushel capacity elevator at Balfour, N. D.

The new elevator for the Chaffee-Miller Milling Co., at Casselton, N. D., is nearing completion.

Some twenty men are engaged upon the building of a 10,000-bushel elevator at Lansford, N. D.

Emil Schamber of Eureka, S. D., has sold his grain warehouse to John, Fred and Jacob Strobel.

E. M. Snell of Grand Forks, N. D., is superintending the building of a 45,000-bushel elevator at Hoople.

The Mohall Farmers' Elevator Co. of Mohall, N. D., recently paid \$6,000 for the M. F. Swanston Elevator.

H. J. Waddell's elevator at Havana, S. D., is undergoing improvements which will enlarge the capacity.

A 40,000-bushel capacity elevator is being erected at Michigan, N. D., by the J. P. Lamb Land Company.

The Atlantic Elevator at Bottineau, N. D., is completed and in operation under the management of B. J. Wolf.

A company represented by Jens Pederson and J. K. Taylor of Milnor, N. D., will erect an elevator at Gwinner, N. D.

Bids are being received by the Farmers' Co-operative Elevator Co. of Hastings, N. D., for the erection of an elevator.

The recently organized Farmers' Elevator Co. of Duxbury, S. D., has purchased the Grange Elevator of that place.

Ortley, S. D., has four elevators in course of construction, which will be completed in time to handle the crop this fall.

A new Farmers' Elevator Co. at La Moure, N. D., has let the contract for a new elevator, to be completed September 1.

O. C. Grasz of Underwood, N. D., has sold his elevator to Klein & Stadel of Washburn, the consideration being \$6,100.

New Ulm, Minn., flour millers will erect new elevators at Startfore, Chelsea, Hove, Crocker, Brentford and Bradley, S. D.

Incorporation papers have been filed by the Farmers' Elevator Co. of White Earth, N. D., which is capitalized at \$10,000.

McKee & Minthorn of Bradley, S. D., will move their elevator to a better position. They will also erect a new elevator at Wallace.

W. Z. Sharp of Artesian, has recently completed a new elevator at Lane, S. D. He now owns eight plants along the Milwaukee road.

The Minot Elevator Co. has been incorporated at Minot, N. D., with a capital stock of \$25,000. The incorporators are V. M. Smith, F. Spath, M. J. Smith and S. Spath of Minot. They intend



erecting a line of elevators at Stanley and other points on the Great Northern.

The Centerville Milling Co. of Centerville, S. D., has torn down its old elevator and is building a larger and more modern structure.

The Farmers' Co-operative Elevator Co. of Granville, N. D., expect to have their new elevator completed August 20, at a cost of \$7,000.

A farmers' elevator company is being organized at Williston, N. D., and an elevator will be erected if enough subscribers are secured.

The Farmers' Elevator Co. has secured a site for their elevator in Wimbledon, N. D., and intend to proceed at once to erect the building.

H. U. Brownlee of Bowdon, N. D., is erecting a new 15,000-bushel elevator in which the material of the old one, recently torn down, is being used.

An addition, more than doubling the capacity of the 15,000-bushel elevator, is being built to the Van Dusen-Harrington Elevator at Columbia, S. D.

H. A. Foss of Duluth, in partnership with J. A. Mead, intends organizing grain companies and will erect three or four houses west of Minot, N. D.

A 25,000-bushel elevator is being erected by the Woodward Elevator Co. at Kensal, N. D., giving that place storage capacity for 300,000 bushels of grain.

J. E. Carlson will put a gasoline engine into his elevator at Bridgewater, S. D., and will make several other changes at some of his elevators along the line.

The Andrews & Gage Elevator Co. has been making a number of changes and improvements to its elevator property at this point and at Elora and Pittsburg, N. D.

DeCamp & Hatch of Yankton, S. D., have their newly constructed ear-corn elevator and sheller in working order. It is the only one of its kind in Yankton county.

At Flandreau, S. D., a force of carpenters are busy putting up the new 30,000-bushel elevator for the Farmers' Elevator Co. They expect to have it finished August 20.

Martin & Buechler of Goodrich, N. D., have secured a new site for their elevator near the railroad, which will allow them to compete with the other companies.

At White Leader, S. D., the Wahlheter Elevator is being partially torn down and remodeled and the Brown Elevator has been razed to make way for a larger one.

A crew of men have been raising the flat part of the Atlas Elevator at Columbia, S. D., putting conveyors under and over it, so that it can be filled and emptied by power.

A new elevator has just been completed at Bergen, N. D., and another is to be erected in the near future. This gives Bergen four elevators with a total capacity of 125,000 bushels.

The Empire Elevator Co. of Newark, S. D., have a full force of carpenters at work on their house putting in an engine and dump scale and making it an up-to-date elevator in every respect.

The Ellendale Milling Co. of Ellendale, N. D., will build an elevator this fall, the structure to be located near the mill, on the Great Northern track. It will be about 10,000 bushels' capacity.

The roller mill at Oldham, S. D., is being transformed into a 35,000-bushel elevator, a new addition having been built and the proper machinery installed. This makes six elevators for the town.

The Red River Milling Co. of Fergus Falls, Minn., has given T. E. Ibberson the contract to build two elevators of 40,000 capacity in North Dakota. One will be located at Barney and the other at Adrian.

Work has been started at Walhalla, N. D., on a Great Northern spur to the site of the Walhalla Milling Co.'s 50,000-bushel elevator, which is to be built in time to handle the crop this year.

The North Dakota Grain & Land Co. of Rugby, N. D., was recently incorporated with a capitalization of \$110,000, by Frank W. Wilder and Henry M. Wheeler of Grand Forks and Donald Wright of Wahpeton.

The Farmers' Elevator Co. of Marion, N. D., is a recent incorporation capitalized at \$10,000. The incorporators are W. W. Keene, Dickey; Neils Nielson, Fritz Maisel, Erik Forslund, P. F. Satterlee, Marion, N. D.

Frank Albus Sr., and Carl Kruger have purchased the Dakota Elevator at Fessenden, N. D., from the Arbogasts, who are selling out their interests preparatory to starting in the grain commission business. The consideration is said to have been \$11,000.

The Sturgis Lumber & Grain Co. of Sturgis, S. D., has incorporated with a capital of \$25,000 and expects to be ready to handle lumber, grain and coal this fall. The parties interested are Henry Wyttenbach, Joe Meyer, C. P. Meyer, E. L.

Carl, J. D. Hale and M. M. Brown, all of Sturgis. The officers are: Henry Wyttenbach, president; C. P. Meyer, vice-president; M. M. Brown, secretary and treasurer.

G. Doering & Co. of Goodrich, N. D., have started to build another elevator, which will double their capacity. Their gasoline engine will be replaced by a larger one to operate the machinery of both houses.

The Farmers' Elevator Co. of Tolna, N. D., has been incorporated with a capital stock of \$50,000. The incorporators are George Knauss, William Summers, H. L. Knauss, L. O. Lundebly, Frank Peyton, Nels Braaton, Crosier, N. D.

The Lahart elevators at New Rockford, Sykeston and Hurdsfield, N. D., have been purchased by Gribbin & Alair, who operate seven elevators in the neighborhood. E. E. Alair of Bowdon will move to New Rockford to be in charge.

#### SOUTHERN AND SOUTHWESTERN.

Another new elevator is going up in Guthrie, Okla.

A 20,000-bushel elevator is being erected at Bradley, I. T.

T. J. Hook will erect a grain elevator at Hardinsburg, Ky.

Moore Bros., of Holdenville, I. T., will erect an elevator and mill.

George & Foster of Clifton, Colo., have sold their grain business.

A large grain elevator is nearing completion at Broken Arrow, I. T.

Wallingford Bros. of Brule, Okla., are building a 10,000-bushel elevator.

Vernon, Texas, now has five elevators, a new one having just been completed.

A. J. Peters of Phoenix, Ariz., is building a 45-foot addition to his grain warehouse.

The Lehi Mill & Elevator Co. of Salt Lake City, Utah, will erect a 10,000-bushel elevator.

The Burrage Grain Co. of Wichita Falls, Texas, is an involuntary petitioner in bankruptcy.

The Lamberton Mill and Grain Co. of Brownwood, Texas, has changed its name to the Austin Mill and Grain Co.

Business men of Gallatin, Tenn., are projecting an independent elevator to be erected at a cost of \$10,000 to \$15,000.

The Wheatland Grain and Lumber Company of Oklahoma City, Okla., has increased its capital from \$10,000 to \$25,000.

The New State Flour and Grain Co., of Enid, Okla., was recently incorporated with a capital stock of \$10,000. Those interested are T. H. Nelms, O. W. Browder and E. S. Beaty.

A charter has been granted the Keel Grain Co. of Gainesville, Texas. The incorporators are J. Z. Keel, H. H. Haines of Gainesville and E. E. Rall of Fort Worth, and the capital stock is given at \$20,000.

Work is progressing rapidly on the new 12,000-bushel elevator for the Midland Mill and Elevator Co. at Skiatook, I. T. The machinery arrived some time ago, but some of the lumber has been delayed.

The Brown Grain Co. of Bay City, Texas, was recently incorporated with a capital stock of \$10,000. Those interested are W. L. Brown, Franz Huebner of Bay City and Andrew Huebner of Schulenburg.

T. P. Hatfield, W. F. Peugh of Higgins, M. Lasker of Galveston, Texas; Frank Kell and W. T. P. Duncan of Wichita Falls, Texas, have incorporated the Higgins Mill and Elevator Co., with \$5,000 capital stock.

The Hopeton Elevator Co. of Hopeton, Okla., is a newly incorporated firm with a capital stock of \$5,000. The incorporators are A. O. Hardy, William LaCast, J. B. Ross, James Hughes, M. E. Frazier and Edward Hall.

Since the St. Louis, El Reno & Western Railroad was purchased by the Ft. Smith & Western Railroad Co., it is believed Ft. Smith, Ark., will have a number of large elevators, as these lines centering there, tap the grain country.

The O'Reilly Elevator Co., Ltd., has been chartered at New Orleans, La., with a capital stock of \$25,000, to build, maintain and operate elevators, conveyors, etc. The incorporators are P. J. O'Reilly, James Lamb, R. E. Foster, W. H. Wright and A. S. Perkins.

The New State Mill & Elevator Co. has just been organized under the laws of Indian Territory. The principal offices, however, are in Fort Smith, Ark. Elevators and hay barns will be erected in Indian Territory. The purpose of the new company is to do a general elevator, hay and mill products business. The officers of the company are: R. E. Dove, president; Stephen

McDaniel, vice-president; J. T. Arington, secretary and treasurer. T. G. Overstreet and J. Herman Hunt are the other incorporators.

It is reported that the Davidson Elevator Co. has secured trackage privileges along the M. K. & T. Ry., through Indian Territory and will build elevators at Broken Arrow, Coweta, Vinita, Checotah and Muskogee.

At a recent meeting the Farmers' Elevator Co. of Uniontown, Ky., was made a certainty and the majority of \$10,000 capital stock was subscribed. It is proposed to begin business at once and the principal line will be grain. The company will not be held liable for more than \$15,000 at any one time, exclusive of the capital stock, and personal property of the shareholders is exempt. An elevator will be erected.

#### OHIO, INDIANA AND MICHIGAN.

An elevator is contemplated at Clarkston, Mich.

C. E. Bash & Co. of Huntington, Ind., have incorporated their business with the above title.

The Miami Grain Co. of Xenia, Ohio, has been authorized to do business in Indiana.

A Mr. Pollack will erect an elevator at Orland, Ind.

Work is almost finished on the new elevator at Fayette, Ohio.

The Wallace-Orr elevator at Sandusky, Mich., is nearing completion.

Joseph Fate's new elevator at Blanchard, Mich., is ready for business.

G. W. Ruff succeeds Ruff & Huston in the grain business at Amanda, Ohio.

The elevator at Grand Lodge, Mich., has been purchased by W. L. Ireland.

Baldwin & Elliott, grain dealers of West Liberty, Ohio, have dissolved partnership.

A Mr. Isbell of Jackson, Mich., has purchased W. L. Stowell's elevator at Mason.

F. J. Haight has succeeded Haight Bros. in the grain business at Battle Creek, Mich.

An addition, 35x150 feet in size, is being built on the Bickle Elevator at Sandusky, Mich.

A new grain elevator is being built at Parma, Mich., to replace the old one condemned as unsafe.

The Lake Shore Elevator Co. of Cleveland, Ohio, will reconstruct its elevator at a cost of \$6,000.

John Strong and Sons of Dundee, Mich., will rebuild their elevator, burned a year ago, at a cost of \$8,000.

John Walsh of Portland, Mich., has sold the Astley Elevator at Grand Ledge to William Ireland of Chesaning.

Baum & Robinson of Columbus, Ohio, have been succeeded in the grain business by the Seeds Grain & Hay Co.

John W. and William O. Thompson of Chatterton, Ind., have their new elevator completed and in operation.

J. H. Winebrenner, Son & Co., have succeeded Beard & Winebrenner in the grain business at Huntington, Ind.

A new floor has been placed in the Greeley Elevator of Sandusky, Mich., which will hold 15,000 bushels of grain.

The Runkle Grain Co.'s 40,000-bushel elevator and feed mill at St. Johns, Ohio, has been sold to the Rinehart Grain Co.

D. R. Murry of Clinton, Ind., is building a grain elevator with a capacity of 10,000 bushels of wheat and 100,000 bushels of corn.

A. L. Wheeler has been making improvements in his elevator at Mooresville, Ind., which will facilitate the handling of grain.

Cyrus Younce of Covington, Ohio, has purchased a grain elevator at Ridgeville, Ind., and has located there to be in charge.

J. P. Barnhouse, for many years manager of the Morral Grain & Seed Co. of Morral, Ohio, has retired and was succeeded by H. H. Beavers, a farmer of that place.

J. B. Rupel & Co. of La Porte, Ind., have purchased the grain business of S. S. Bosserman of North Liberty, Ind., who was obliged to sell because of failing health.

William A. Kramer of Cincinnati has moved into his new grain warehouse, leaving vacant an old landmark occupied by himself and his father for nearly half a century.

Willie Bros. of Venice, Ohio, have rebuilt their elevator at Bath, Ind., which was destroyed by fire about two months ago. It was opened for business the last of July.

The Small Co. of Evansville, Ind., has planned to erect a warehouse and grain elevator. It will be of reinforced concrete and will cost almost



\$65,000. The L. & N. Railroad will run a spur into the building to handle the shipping.

Linn and Edwards, hay and grain dealers of Williamstown, Mich., have dissolved partnership and the business will be continued by Mr. Linn.

A new 20-horsepower gasoline engine has been installed at the Clifford Elevator at North Branch, Mich., besides a number of other improvements.

Eugene F. Knappen of Richland, Mich., has rebuilt his elevator which was destroyed by fire last fall. It has been equipped with modern new machinery.

R. M. Sims has purchased the Cyclone Elevator of Frankfort, Ind., from T. J. Sims, and has taken possession. The new owner formerly had an elevator at Scircleville.

The Union Grain and Coal Co. of Anderson, Ind., was recently incorporated with a capital stock of \$50,000. The directors are George A. Lambert, Barzillai O. Barnes and Maggie M. Barnes.

The Elmira Elevator Co. of West Unity, Ohio, have been repairing their building and installing a 15-horsepower Fairbanks & Morse Gasoline Engine, as well as new scales. A corn crib of 2,500 bushels' capacity is one of the additions.

An elevator with a capacity of 35,000 bushels of wheat, equipped with machinery capable of raising, cleaning and receiving 1,000 bushels an hour, is one of the additions to the plant of the Prospect National Mill Co. of Prospect, Ohio.

Frank Mabbitt's elevator at Arcadia, Ind., was sold by the sheriff recently, to satisfy a mortgage of \$4,027 in favor of John L. Hinshaw of Cicero. The engine in the elevator was also sold to satisfy a mortgage of \$761.36 held by the Farmers' and Merchants' Bank of Cicero.

The Nichols Grain & Hay Company of Cook, Ind., will receive bids for the construction of an elevator, warehouse, barns, storerooms, scales and other buildings. Charles E. Nichols of Lowell is president of the company, which was recently incorporated with \$10,000 capital.

For the third time in a year the Henshaw Elevator of Newcastle, Ind., has changed owners. The interests held by Martin & Co. and James R. Ulrey are transferred to Oscar Miller of Anderson, Ind. Officers were elected as follows: President, E. J. Pickering, Middletown; secretary-treasurer, E. K. Sowash, Middletown; vice-president and manager, Oscar Miller.

Improvements are under way on the elevator of the North Branch Grain Co. of North Branch, Mich. The work is in charge of G. C. Older of Carson City and one of the improvements is the installation of a large gasoline engine to replace the steam plant. The feed grinding and bean departments will be placed within the elevator. A change in the management is noted, George Kelley having sold his interest to Messrs. Caghey and Carran, who have engaged Charles Wright of Owosso to take entire charge of the plant.

Charles and John Ervin of Xenia, Ohio, have purchased the elevator of the Miami Grain Co. at Jamestown, Ohio, which has operated it for the past three years. The consideration was \$8,000. The Miami Grain Co. recently acquired a grain business in Indianapolis and has placed Arthur V. Perrill of Xenia in charge, with George Fisher of Indianapolis. The elevator business at Allentown and Bowersville will be conducted at the Xenia office by Foss Zartman and Howard Little of the Miami Grain Co. Messrs. Christy and Carpenter will be retained by the owners at the Jamestown elevator.

A 10,000-bushel elevator, 36x56 feet in size and 50 feet high, has just been completed by the Comer & Searce Co. of Mooresville, Ind. The foundation is of heavy concrete construction, with concrete basement floor. The sides are covered with iron and composition roofing is used. There are two stands of elevators, the larger having a handling capacity of 1,500 bushels of wheat or corn per hour, a corn sheller, fed by an improved chain feed, a 1,500-bushel grain cleaner, 400-bushel shipping scales, a Bowsher Feed Mill, a Clipper Seed Cleaner and all the necessary conveyors, etc., for the quick handling of grain, feed and seeds.

George Lewis, who built the first grain elevator at Maraleville, Ind., has sold out and is preparing to move from the town, the victim of secret persecution. Twice Mr. Lewis has received, through his rural mail box, anonymous threats upon his life and property unless he caused a tenant to vacate his business building there. Mr. Lewis reported the matter to the officers, but no arrests resulted. During the investigation Mr. Lewis' building burned and the origin of the fire was not determined. Mr. Lewis awaited the investigation of the anonymous letters and the fire, but the grand jury recently returned no indictments after investigating the shooting at Emporia of Walter Ellison, a merchant, who was

subject to the same anonymous persecution. Mr. Lewis will reside in Anderson.

The Saginaw Milling Co. of Caro, Mich., which owned several elevators in the state, recently was succeeded by the Millington Grain Co., with William T. Cloverdale and D. J. Evans, Jr., of Millington, as new members. A deal was consummated with Kelsey & Evans of Caro, for the purchase of their elevator, which will be put in good shape. Mr. Cloverdale assumes the management of the company.

#### EASTERN.

John Lawrence of Portland, Me., has made repairs on his grain store.

William Patterson of Plymouth, N. H., has been building an addition to his grist mill and grain store.

The Somerville Grain Co. of Somerville, Mass., has assigned to Edgar F. Hanscom for the benefit of its creditors.

An extension, 24x60 feet and two stories high, was recently made on the Washburn Elevator at Bridgewater, Mass. An office, 14x17, has been fitted up on the second floor.

Miner & Crehore, grain dealers of Chicopee, Mass., recently completed a commodious elevator. Electric motor power operates modern machinery, which transfers the grain from bin to bin. There are eight bins on the top floor with a capacity of from 1,000 to 3,000 bushels each.

Moses Klingan, president and treasurer of the Colchester Coal & Grain Co. of Colchester, Conn., is considering removing his business to Worcester, Mass., where he will erect new buildings and cater especially to the Hebrew population, of whom that city boasts a large number.

The Albert Culver Co. of Rockland, Mass., contemplates building an elevator 30x40 feet in size, with a capacity of 20,000 bushels, to be located on new tracks of the N. Y., N. H. & H. R. R. There will be a 10-foot tower, containing chutes for distributing grain to the bins. The present hay and grain buildings will be moved and connected to the elevator.

Former Representative S. Ives Wallace, who for the past twenty years has been engaged in the grain business at Clinton, Mass., in partnership with his brother, Frank Wallace, has been obliged to retire in the latter's favor because of ill health. Mr. Wallace has been confined to his home the greater part of two years with rheumatism and will reside in the future in California, Arizona or New Mexico. His successor will continue the business.

The Litchfield Grain Co. of Litchfield, Conn., is a recent incorporation with an authorized capital stock of \$5,000. The incorporators are Thomas C. Hadden of New Haven, Elmer C. Snowman and Edward T. Broadhurst of Springfield, Mass. Of the capital stock, \$4,000 has been paid in and is represented by property. The officers are: Elmer C. Snowman, president; Thomas C. Hadden, secretary and treasurer. Mr. Hadden was for a number of years salesman for Abner Hendee of New Haven, Conn. The company has purchased the feed and grain establishment conducted for many years by Marsh & Newcomb in Litchfield.

#### WESTERN.

The Everett Milling Co. proposes a new elevator at Ephrata, Wash.

A. D. Rattan of Seattle, Wash., has sold out his grain business.

W. H. Pope is building a 50x120 foot grain warehouse at Mabton, Wash.

Gray Bros. have bought B. F. Sparks & Bros.' feed store at McMinnville, Ore.

The Hammond Milling Co. of Seattle, Wash., will erect an elevator at Ephrata.

The Spokane Supply Co. of Spokane, Wash., will erect an elevator at Hatton, Wash.

The Farmers' Grain & Supply Co., is contemplating the erection of a large bulk grain warehouse at Reardan, Wash.

The Vollmer-Clearwater Grain Co. and the Kettenbach Grain Co., each intend to erect warehouses at Vollmer, Idaho; Reuben, Idaho, and other points.

Bean & McDonald, of Tacoma, Wash., have purchased part of the Great Northern right of way, and have begun clearing this place for the building of either an elevator or a warehouse.

The Washington Farmers' Grain & Milling Co., is the name of a new \$250,000 corporation, with headquarters at Wenatchee, Wash. The erection of a 400-barrel mill at Wenatchee and the building of a number of large warehouses along the line of the Great Northern and up the Columbia River are planned, work to be begun at once. The trustees of the new corporation are D. A. Beal, formerly a merchant; T. J. Groves, of Groves & Co.; J. R.

Albin and A. P. Kiser, wheat men of the Big Bend; and C. E. Packard, a grain buyer, formerly connected with the Wenatchee Milling Co. D. A. Beal is president of the organization.

It is proposed by the Independent Grain Elevator Co., recently formed at Spokane, Wash., with a capital stock of \$500,000, to erect warehouses and elevators at all stations in that community where present facilities are insufficient.

Two large wheat-buying firms are contemplating the erection of warehouses at Hover, Wash., where it is said the Portland & Seattle Railway will be prepared to handle grain in the near future. Wheat will also be shipped down the river by steamer and the Celilo portage road.

President James J. Hill of the Great Northern contemplates expending a large sum of money in a new elevator and other enterprises at Everett, Wash. J. T. McChesney, president of the Everett Railway, Light & Water Co., has charge of the Hill interests in the elevator matter and says work will begin within a few weeks, and if possible, be completed to handle this season's crop. The warehouse and elevator will be 800 feet in length by 60 feet in width, with a double tier of track, one from the shore line and the upper one from the tunnel. The elevator will be equipped with a system of electric conveyors for loading vessels, and will have a capacity of 700,000 bushels.

#### CANADIAN.

Bawlf, Alta., will have a new elevator.

A third elevator is proposed for Redvers, Sask.

Dufrense, Man., would like to have an elevator.

A new elevator will be erected at Canora, Sask.

Two new elevators are promised at Saltcoats, Sask.

There is an opening at Wakopa, Man., for an elevator.

A new farmers' elevator is projected at Wetaskiwin, Alta.

Weyburn, Sask., is to have a new 40,000-bushel elevator this season.

There is a report that Tyvan, Sask., will have two new elevators this year.

A farmers' elevator with a capacity of 35,000 bushels is projected at Manor, Man.

The Western Canada Milling Co. will erect a 50,000-bushel elevator at Togo, Sask.

It is understood three new elevators will be erected at Bladsworth, Sask., this year.

A new 30,000 bushel elevator is being completed at Giroux, Sask., for the Dowd Milling Co.

The Western Canada Milling Co., Winnipeg, Man., will erect an elevator at Creelman, Sask.

The capital of the Lucknow Elevator Co., Lucknow, Ont., has been increased from \$2,000 to \$7,000.

The Lake of the Woods Milling Co., and the Winnipeg Elevator Co., will each build this season at Mortlach, Alta.

A. P. McNab of Rosthern, Man., recently disposed of his 32,000-bushel elevator to J. P. Friesen for a consideration of \$5,500.

The Imperial Elevator Co. has started to erect its new elevator at Kisbey, Sask., thus making the third elevator for that town this summer.

Leslie & Wilson of Saskatoon, Man., have sold their 30,000-bushel elevator to A. P. McNab of Rosthern and B. Chubb of Saskatoon, for \$25,000.

Large elevators will be erected by the Canadian Pacific railroad at Goderich, Ont., which will be made the chief shipping point for its Northwest trade.

The Smith Grain and Commission Co., of Winnipeg and Minneapolis, is building seven elevators along the Pleasant Hill branch of the Canadian Pacific Railway.

L. K. Jones, secretary of the Department of Railways and Canals of Canada, has advertised for bids on the construction of an elevator at Port Colborne on the Welland Canal.

Regarding the reports that the Canadian Pacific Ry. was about to erect elevators at Vancouver and other British Columbia points, it is now declared no action has been taken.

Grain elevators are being built at Ponoka, Leavings, Okotoks and Pincher Creek, Alta., on the Calgary and Edmonton Ry., and at Camrose on the branch easterly from Wetaskiwin, Alta.

The grain elevator at Kingston, Ont., and other assets of the Frontenac Cereal Co., have been purchased by R. A. McLelland. It is stated that a new company will be organized to operate the elevator.

The Montreal Grain Elevating Co.'s floating elevator No. 7 while going down the St. Lawrence River near St. Helen's Island, Montreal Harbor, July 2, collided with the steamer Gaspesian, caus-



ing considerable damage to the latter, and escaped with only minor injuries.

Four elevators are being erected at Strassburg, Sask., the present terminus of the Canadian Pacific Railroad.

Contracts have been closed by an influential grain firm with the Northern Constructors, Ltd., of Winnipeg, Man., for the erection of ten to fifteen modern grain elevators to be ready for the handling of this season's crop.

It is reported the Peavey Elevator Co. of Minneapolis, Minn., is planning to establish two large elevators on the Hill's new Canadian line. Mr. Peavey declared he had nothing to say regarding the project, when interviewed.

Elevators are being built at Fort Saskatchewan, Bruderheim, Calvert, Laverne, Lavoie, and Manville, Alta., on the Canadian Northern Ry. and at Stony Plain and Spruce Grove on the C. N. R. spur line west of Edmonton, Alta.

The Consolidated Elevator Co., Winnipeg, Man., have been incorporated with a capital of \$400,000, to construct elevators, warehouses, mills, etc. The provisional directors include A. Reid, K. B. Stoddart and E. James, Winnipeg, Man.

## THE EXCHANGES

The forty-eighth annual report of the trade and commerce of Milwaukee, for the year ending December 31, 1905, and the fiscal year of the Chamber of Commerce ending April 2, 1906, has been published by William J. Langson, secretary of the Chamber of Commerce.

Members of the Chicago Board of Trade have approved the proposition to employ outside solicitors. The amendment to the rules allows the employment of solicitors either on a salary or commission basis. If on commission the compensation is to be 20 per cent of the gross rates charged.

An effort is being made to have the directors of the Milwaukee Chamber of Commerce establish a grain sampling bureau similar to those in existence at Chicago, Minneapolis and Kansas City, a petition to this effect having been circulated among local millers and grain dealers.

Grain men and millers of Fort Worth, Texas, are seriously considering the feasibility of establishing a grain exchange in that city. Fort Worth has eight elevators, three corn mills and fifteen firms are engaged in the handling of grain and it is thought that an exchange may be easily organized.

The Georgia Senate has passed the Boykin anti-bucket-shop bill, which now requires only the signature of the governor to become a law. This bill makes no distinction between bucket-shops and exchanges, but provides for the closing of all places in Georgia where options on "futures" are bought and sold after January 1, 1907.

The directors of the Chicago Board of Trade have declared the National and City elevators regular houses. The Central Elevator Co. will operate the National Elevator and the J. Rosenbaum Co. the City Elevator. The Armour Grain Co. has taken over the Union and Iowa elevators, formerly operated by the Harris-Scotten Co.

The "call" committee appointed by President Fitch of the Chicago Board of Trade to handle the details of the market for cash grain bought to arrive is composed of George R. Nichols, chairman; William N. Eckhardt, G. B. Van Ness, E. L. Merritt and S. T. Graff. Hamilton Dewar has been appointed caller and William McCracken recorder.

A dispatch from Kansas City, under date of August 9, states that proceedings in the Circuit Court to dissolve the Kansas City Board of Trade and to take away its rights to do business as an association, on the grounds that it is a trust, are threatened by I. B. Kimbell, prosecuting attorney of Jackson County. It is declared that a petition has been prepared by James H. Harkless, alleged to be an attorney for the "National Board of Trade" of Kansas City, asking for a temporary restraining order putting an end to the regular exchange's operations until the case can be heard in court.

### RICHMOND GRAIN AND COTTON EXCHANGE.

At the first meeting of the new board of directors of the Richmond Grain and Cotton Exchange, held recently, Captain B. A. Jacob was re-elected secretary and treasurer. This will be his twenty-sixth term of office. Rudolph King was re-elected grain and hay inspector; H. D. Riddick, assistant grain inspector, and S. R. Gates, assistant hay inspector. The standing committees for the year were elected as follows, the first named

gentleman on each committee being chairman: Executive—N. R. Savage, T. H. Ellett, W. F. Richardson Jr., R. A. Justis and John R. Cary. Arbitration—J. D. McIntire, T. L. Moore, W. C. Bentley, John S. Lear and George D. Mayo. Appeal—Nat Frazer, W. F. Green, W. P. Wood, R. T. Webster, B. Lorraine, W. T. Selden and William Temple. Information and Statistics—H. W. Wood, W. T. Selden, W. W. Smith, F. H. Garher and I. L. Sutherland. Grain—F. H. Deane, S. R. Gates, George D. Mayo, T. L. Moore, W. R. Johnston, R. A. Justis and S. T. Beveridge. Trade—John R. Cary, S. W. Tompkins, R. D. Harlow, W. R. Todd and R. T. Webster. Quotations—F. H. Deane, W. G. Bragg, C. W. Wingfield, H. G. Carter and Edward Alvey. Hay—W. F. Richardson Jr., C. W. Wingfield, R. L. Chenery, S. T. Beveridge and H. G. Carter. New Members—George T. King, H. W. Wood, W. T. Selden, H. W. Lefew and John J. Fairbank.

The annual reports from the various officers were presented showing the affairs of the exchange to be in a good condition. The secretary reported the loss by death during the year of two of the oldest and most valuable members, Mr. M. J. Mussen, who died August 20, 1905, and Mr. T. W. Wood (a former president), who died November 12, 1905. Three new members were admitted during the year, the present membership being 62.

The sales on 'change were 100,248 bushels of grain in excess of the preceding year. The receipts for the year were as follows: Wheat, 1,869,386 bushels; corn, 1,929,340 bushels; oats, 1,924,086 bushels; rye, 50,124 bushels. Total, 5,772,936 bushels, an increase of 1,238,870 bushels over the year ended June 30, 1905. Flour, 165,432 barrels, an increase of 3,224 barrels; hay, 25,971 tons, an increase of 1,897 tons; mill feed, 11,756 tons, an increase of 4,452 tons. In addition to the above large quantities of peas, grass seed and meal were sold in the exchange, of which no record is kept. The inspector reported 357 cars of grain and 155 cars of hay inspected during the year, an increase of 21 cars for the year.

### BILL OF LADING.

The Washington Bankers' Association, at its annual meeting at Tacoma, June 21-23, adopted the following resolution:

Whereas, The present uncertainty of the law regulating bills of lading renders the handling of or making advances upon such instruments very precarious; and

Whereas, In the rapidly developing business of the country, the issuing of order bills of lading by common carriers is becoming a most important factor; and

Whereas, The security as collateral afforded by these papers has been seriously called into question by reason of the fact that their meaning has been so differently interpreted by state courts as to render them unsafe in the hands of a bank which may have advanced money upon their pledge; and

Whereas, Their regulation by legislation seems to come properly within the power of Congress, as they are strictly within the purview of the interstate commerce law; therefore, be it

Resolved, That the Washington Bankers' Association heartily endorse the efforts now being made by the bill of lading committee appointed by the American Bankers' Association to secure an enactment by Congress of such legislation in the premises as will definitely determine the responsibilities assumed by common carriers in issuing bills of lading for the transportation of interstate commerce, and render such instruments safe security for advancements.

### MONTHLY CROP REPORTS.

The publication of the monthly crop reports will no longer be made at noon, as has been the rule during the past year, except in months when the scope of the report is small enough to justify it. Statistician Olmstead says that ordinarily it is impossible to do the work and to get the report to publish by noon, and as the haste necessary to do so opens the door to error the bureau has decided to abandon the practice of the past year.

Sales of grain bags in Indiana are estimated to be 25 per cent greater than in previous years. Bags are sold in ten, twelve, fourteen and sixteen ounce weights, with some other weights occasionally asked for. This year dealers say they have had only a few inquiries for ten and twelve ounce bags. Fourteen-ounce bags have sold well, but the heavy demand has been for sixteen-ounce stuff. These stand more wear than the lighter bags. Farmers say the heavy bags are the best investment. Prices are higher by 2 cents and 3 cents a bag.

## COMMISSION

Frederick C. Aldrich has been admitted to partnership in the firm of Sidney C. Love & Co.

R. P. Hamm of the grain commission firm of P. T. Hamm & Co., Kansas City, Mo., is reported deceased.

It is reported that a receiver has been appointed for the Mueller Commission Co., Ltd., of New Orleans, La.

Formal notice of the dissolution of the Goeman Grain Co., Chicago, has been filed with the secretary of state.

The Wells-Abbott-Neiman Co. of Schuyler, Neb., has sold four of its elevators to the T. B. Hord Grain Co. of Central City.

The Minnesota & Iowa Elevator Co. of Minneapolis has been incorporated with a capital stock of \$100,000 by G. W. Brown, A. H. Wood and M. E. Brown.

The Northwestern Stock, Bond & Grain Co. of Minneapolis has been incorporated, with a capital stock of \$50,000, by J. W. Sullivan, B. C. Elder and F. Thomas.

The Stinson-Gage Co. has been incorporated at Minneapolis with a capital stock of \$50,000 to do a grain commission business. The incorporators are W. C. Stinson, J. E. Gage and A. C. Andrews.

Joseph P. Griffin, manager of the grain department of the Glucose Sugar Refining Company, Chicago, spent the last weeks of July and first of August with his family on an outing at Beulah, Wis.

Articles of incorporation have been filed by S. Trimmer & Sons, Inc., New York, N. Y., to deal in hay, grain, feed, etc. The incorporators are S. W. H., T. S. and A. B. Trimmer and the capital stock is \$100,000.

The Marfield-Griffiths Co. of Minneapolis, Minn., one of the largest grain firms of the Northwest, has been succeeded by Marfield, Tearse & Noyes, Inc. The business is continued without change and under the former management.

It will be a matter of interest to the trade to learn that C. G. McClintock, who is well known in the Illinois territory, engaged with Lucius & Dyckman, grain merchants of Chicago, the first of August, to represent them in that state.

The Wolverine Grain Co. has been organized at Battle Creek, Mich., by E. Bueltingsloewen and C. E. Patterson, who on August 1 retired from the firm of McLane, Swift & Co. of that city. The new company has offices at 206 Post Block.

Wm. Sanborn Young of Young & Nichols started August 7 for a trip around the world. His route will lie through San Francisco, Japan, China and the Philippines, then back by way of Europe. The trip will be one of pleasure and recreation only and will last about six months.

James Carruthers, a small operator on the Chicago Board of Trade, suspended on July 23, when his trades were ordered closed out. The liabilities are \$2,500. Mr. Carruthers formerly was an exporter of flour and provisions, but for the last two years has carried on a speculative business in grain.

The St. Anthony Commission Co., which will represent the Washburn-Crosby Co. on the Chicago Board of Trade, has been incorporated under the laws of Minnesota, with a capital stock of \$25,000. J. S. Bell, W. H. Dunwoody, C. J. Martin, John Washburn and M. L. Holland, all of Minneapolis, are the incorporators.

Floyd J. Campbell of Omaha, Neb., formerly secretary and manager of the Nebraska-Iowa Grain Company, has sold out his interest in that company and has been admitted to the Cochrane Grain Co. of St. Louis. Mr. Campbell has removed to St. Louis and is now actively engaged with the Cochrane company. C. F. Davis, who has been assistant manager and treasurer of the Nebraska-Iowa Grain Co., has purchased Mr. Campbell's interest in that house.

One of the latest changes of interest on the Chicago Board of Trade occurred the last of July when the announcement was made that Philip H. Schiffin & Co., Incorporated, had succeeded H. Hemmelgarn & Co. Mr. Hemmelgarn, who is one of the oldest members of the Board, retains an interest in the company and the change is nominal only, as Philip H. Schiffin, who has been connected with the house for 30 years and for some years past manager of the old firm, will be at the head of affairs and business will be conducted as carefully and conservatively in all respects as in the past. Henry Hemmelgarn is vice-president and Eugene Schiffin, who has been with the firm for sixteen



years past, is secretary and treasurer. Oscar C. White, one of the most popular representatives in the western territory, is also a stockholder in the new firm.

E. Seckel & Co., grain commission, with offices at 253, 261 La Salle St., Chicago, ordered their trades closed out on July 23. The liabilities on the Board were estimated at \$10,000, with a larger amount owing to banks. The firm was one of the oldest in the city, having been established in 1862. For many years it did a large business, but of late has not been an important factor in the market. E. Seckel, the founder, died about twenty years ago and his son, Albert Seckel, who succeeded him, died nearly two years' ago. Frank Badger, who grew up in the business, then became head of the house. The concern was incorporated in 1895 with a capital stock of \$25,000.

## HAY AND STRAW

Reedley, Cal., may have an alfalfa meal mill.

A meeting of hay dealers was called at Syracuse, N. Y., on August 14.

James S. Beless of Brockton, Mass., has retired from the hay and grain business.

J. L. Craib & Co.'s hay and grain establishment at Seattle, Wash., burned recently.

The hay crop in the vicinity of Monterey, Va., is of good quality and abundant this season.

John B. Stevens of Tacoma, Wash., has a new location for his wholesale hay and grain business.

Farmers near Vulcan, Mo., are cutting their wheat for hay, it not being worth the expense of thrashing.

S. E. Roberts, late of Nebraska, proposes to install an alfalfa meal mill of 100 tons' capacity at Fresno, Cal.

Clover is abundant and of good quality in the vicinity of Wadena, Minn., and will run from two to four tons an acre.

The Virden Bros.' Co. is the style of a new hay and grain firm at Pana, Ill., recently started by Orville and Ira Virden.

The hay crop of Douglas County, Wisconsin, will be unusually light this year, probably averaging less than a ton an acre.

A hay shed belonging to the Richmond Elevator Co. of Lenox, Mich., containing 100 tons of hay was burned at a loss of \$1,500.

On July 25, timothy hay sold at \$18 a ton in Chicago, the highest price in many years and an advance of \$2 a ton over the week before.

The supply of hay in Salt Lake, Utah, was so short in July as to nearly cause a famine in that line. A late crop is given as the reason.

The crop of hay in the Bitter Root and Missoula valleys of Montana is about all stacked. It is of excellent quality and averages two tons to the acre.

The new hay warehouse at Two Creeks, Wis., is nearly completed. It is roofed and sided with iron and is large enough to hold several thousand tons of pressed hay.

Scores of wagon racks of hay were destroyed when the old hay market of Minneapolis, Minn., was consumed by fire July 11. The loss was total and was covered by little or no insurance.

Two weeks of wet weather has rejoiced the farmers of Schuylkill Valley, Pa., who feared a short hay crop because of a drought. Now it is certain the cut will equal that of last year.

A brick and corrugated iron barn belonging to Adolph Levi, of San Diego, Cal., containing hay and grain to the value of \$1,000 was destroyed by fire July 16. I. L. Irwin suffered in the loss.

P. M. Soto, Fred C. Galinde and R. H. Latimer have incorporated the Concord Mercantile Co. of Concord, Cal., with a capital stock of \$25,000. The firm will deal in hay, grain and merchandise.

A warehouse containing eight tons of baled hay and straw, owned by Maher Bros., of Albany, N. Y., was burned on July 23. Most of the stock was removed to the street, but was damaged by water and smoke.

The S. H. Huggon Co. of Brockton, Mass., has been incorporated with a capital stock of \$10,000 to deal in hay, grain, groceries, etc. The president is S. H. Huggon and the treasurer is A. F. Hill of Brockton.

The warehouse owned by Tierney & Schaefer, South Robert and Plato Streets, St. Paul, Minn., and used to store grain, feed and hay, was burned on July 25. The fire caught from a spark from a passing switch engine. About 200 tons of hay were stored in the building. The warehouse was a three-story frame, 150 by 60 feet, and it burned like tinder. The building was valued at \$18,000 and

the contents at \$5,000. The loss was total. Building and contents were insured for only \$3,000.

The wild hay crop of Cherokee Nation and the northern and western parts of the Creek Nation, I. T., of which there are thousands of tons, is being shipped to market. It is reported as being of remarkably good quality.

Charles W. Bowker & Co. of Worcester, Mass., will erect a hay and grain warehouse, 70x68 feet in size and four stories high besides the basement. It will be located on the Boston & Maine Railroad right-of-way and will cost about \$12,000.

The Richmond Elevator Co. of Lenox, Mich., was awarded the contract by the war department to furnish the hay and oats for the encampment of federal and state troops at Mt. Gretna, Pa., between July 27 and October 1. The contract calls for the delivery of 2,000,000 pounds of hay.

The alfalfa crop of the upper end of Yellowstone Valley, Montana, will be lighter than in 1905, while that in the lower end will be heavier. Hay is now commanding \$14 a ton and the farmers are holding for more in the vicinity of Billings, Mont.

M. L. Bowman of the Iowa State Experiment Station declares that alfalfa is of great importance to the Iowa farmer and is certain to become one of the common crops of that state. He finds it yields from two to three times as much as clover and timothy.

Now that the embargo has been taken off the Erie road, the New York hay market is in fairly good shape and a good trade is reported. The markets are well cleaned up and all good material is taken on arrival, but there is enough old hay to supply the trade until September 1.

Reports from the Province of Quebec, Canada, state the hay crop will not be half an average one and in many places will not run half a ton to the acre. The whole of eastern Ontario is in a like predicament. It is prophesied that No. 1 hay will go over \$15 a ton before next year's crop is reaped.

On August 3 it was reported that all kinds of hay was selling readily at top prices in Pittsburg, Pa. Old hay was practically out of the market and new hay was arriving in good shape. It was declared that good new timothy should bring good prices if rushed in at once and good packing hay has been in demand.

Opinion among Winnipeg, Man., flour and feed dealers inclines to the view that neither in quality nor quantity will the hay crop of the Canadian West equal that of last year. The reason for this opinion with some of the dealers is found in the fact that they find themselves without hay, either of last year's crop or of this year's product.

State Railroad Commissioner N. S. Ketchum of Iowa, is investigating the waste of thousands of tons of hay in his state, because there is no market. High freight rates and the lack of storage space in Chicago, Ill., makes that city unavailable, Mr. Ketchum says, because the railroads will not handle it, knowing their cars will have to lie idle until the supply is marketed.

From Bloomington, Ill., comes the announcement of the arrival of new hay. The farmers have been holding back in the hope of getting a better price. They want \$13 a ton in the field, but the best price that appears for striped timothy is \$13 delivered. Mixed hay goes at \$12 a ton. Old hay is listed at \$15, but there is none to be had, as all the available supply has been practically covered.

A complaint has been filed with the Interstate Commerce Commission by J. R. Lucas of East St. Louis, Ill., against the Louisville & Nashville Railroad Company. The railroad company is charged with violating the interstate commerce law. Lucas charges the railroad discriminates against him and other hay dealers in East St. Louis by exacting a rate of 2 cents a hundred pounds for hay reconditioned at East St. Louis for southeastern points.

The Railroad and Warehouse Commissioners at a meeting in Kansas City, Mo., recently, listened to protests of the Kansas City hay dealers against the inspection charge of fifty cents for each carload of hay. It was asserted that the usual inspection could be made for ten cents a car and that it is impracticable to inspect hay properly. They say a car of hay, to be properly inspected, would entail too much expense. The inspector would have to remove the hay from the car in order to inspect it. The commissioners took the case under advisement.

### SUGGESTIONS FROM PITTSBURG.

The Pittsburg Hay and Grain Reporter, noting the arrival of new hay about July 15, says: "The arrivals of old hay are not of very good quality. The new hay is very good and there is a fair demand for this commodity. On account of the scarcity of old hay it is likely the new hay will now be taken generally, and nearby Ohio shippers will do well to bale a moderate amount and ship it, following the directions below:

"Put not more than 100 pounds in a 17 by 22

bale; not more than 85 to 90 in a 16 by 18 bale; stand the bales on end in the car, straight up; do not slant them so they will touch each other on the flat side of the bales. Load not more than ten tons in large cars; do not use small cars if it can be avoided; with ten tons only there should be almost the whole doorway clear for air. New hay loaded in this fashion will come through, 90 per cent of the time, cool and in good shape for ready sale.

"Nothing really wanted just now except good timothy hay. We are doing all we can to educate the trade to take new hay at the present writing.

### MICHIGAN HAY ASSOCIATION.

The sixth annual convention of the Michigan Hay Association was held in Kalamazoo August 2 and 3. The following officers were elected for the ensuing year:

President, B. F. Warner, Paw Paw.

Secretary, H. H. Diggs.

Treasurer, E. C. Forrest, Saginaw.

The next meeting will be held at Saginaw.

Over 250 members of the association were in attendance, and dealers from all over the country were present endeavoring to make contracts.

Contrary to expectations, Congressman C. E. Townsend, who was to have addressed the association, failed to appear.

Prof. Smith of the Michigan Agricultural College read an important paper relative to the development of agriculture in this state.

### THE HAY CROP.

"Weather conditions throughout the United States have not been at all conducive to a large yield of hay of good quality," says the Orange Judd Farmer. A drought in both eastern and western sections takes the responsibility. A list of remost needed and excessive rainfall in the northern section takes the responsibility. A list of returns from the paper's correspondents show the area devoted to hay this year is approximately 38,670,000 acres, against 40,306,000 acres in 1905. This decrease in the area amounts to but little, but the fact that the July condition this year is only 81, compared to 94.8 last year, tells the story of drought and floods. Below are given the tables compiled by the Orange Judd Farmer compared with the United States government's, showing the hay acreage and condition on July 1:

	Acreage.	Condition. — Orange. Judd.	Government.
New England .....	3,899,000	96	94
New York .....	5,011,000	92	89
Pennsylvania .....	3,163,000	90	80
Texas .....	420,000	82	—
Arkansas .....	83,000	93	—
Tennessee .....	378,000	92	—
West Virginia .....	501,000	80	—
Kentucky .....	361,000	78	—
Ohio .....	2,446,000	68	69
Michigan .....	2,057,000	76	80
Indiana .....	1,608,000	68	65
Illinois .....	2,449,000	63	67
Wisconsin .....	1,861,000	78	85
Minnesota .....	867,000	93	90
Iowa .....	2,915,000	76	72
Missouri .....	2,370,000	58	60
Kansas .....	2,025,000	82	70
Nebraska .....	567,000	81	85
North Dakota .....	139,000	95	—
South Dakota .....	194,000	96	—
California .....	641,000	74	—
Oregon .....	347,000	100	—
Washington .....	357,000	88	—
Oklahoma .....	244,000	94	—
Others .....	3,767,000	85	—
Total .....	38,670,000	81	77.7

Freeman Bros. & Co., Chicago, report August 11:—Timothy: Very strong market, practically bare of hay. Prices are unchanged, with demand good. Almost all the hay arriving is prairie from the Southwest, the timothy hay being in the sweat and not yet cured or ready for shipment. However, this is expected to move very soon and we believe will be on the market the coming week in fair quantities. The supplies of dealers and consumers are about as low as we have ever known them to be and while they will not buy eagerly at the first rush of hay, they will purchase heavily on a fair discount, which of course is bound to develop with the heavier arrivals. Prairie: The outlook is that market will hold steady, for the amount in transit has fallen off, owing to the severe rains in the Southwest, which have cut off baling and shipping. The inquiry for hay at hand is fair. Saturday is the dull day of the week and trade is affected by this to-day, but Monday we look for good trade and believe prices will continue unchanged.



## PERSONAL

Will Nelder has taken charge of the elevator at Fidelity, Ill.

H. E. Smith, who has been buying grain at Brenner, Kan., has retired.

Joe Larson has returned to Ottawa, Minn., to take charge of the elevator.

Charles W. Estee is the new agent for the Sleepy Eye Elevator at Hecla, S. D.

H. O. Evenson of Litchfield, Minn., has accepted charge of the Thorpe Elevator.

John Burns is the new manager for the Hawkeye Elevator Co. at Howarden, Iowa.

Alcide Bourgeois is the new manager of the Victoria Elevator at Pembina, N. D.

H. J. Lien has resigned as manager of the Armenian elevator at Sherwood, N. D.

E. E. Schultz of Waubay, S. D., will buy grain for the Bagley Elevator Co. at Ortleigh.

George Sheehan of Beardslev, Minn., is buying for Miller Bros.' elevator at Graceville.

J. E. Helms of Church's Ferry, has charge of the Imperial Elevator at Granville, Minn.

A. W. Blake of Fairmont, N. D., is the new agent of the National Elevator at Walford, N. D.

Lee French, manager of the Wells Hoard Grain Co.'s elevator at Knierim, Iowa, has resigned.

H. C. Benedict has succeeded Clark Marsh as manager of the West Elevator at Trenton, Neb.

Edward Larson has taken the position of grain buyer for the Atlas Elevator Co. at Hills, Minn.

Andrew Hegg of Thompson has assumed charge of the Duluth Elevator Co.'s plant at Barton, N. D.

G. H. Goodfellow of Montgomery, Minn., has severed his connections with the Bennett Grain Co.

William Thomas has been succeeded at O. & M. Elevator of Baden, N. D., by a Mr. Phelps of Kenmare.

A Mr. Servis has succeeded M. T. Spooner as grain buyer for the Great Western Elevator at Villard, Minn.

Peter Griffin of Osage, Iowa, will become manager of the Western Elevator Co.'s plant at Claremont, Minn.

E. S. Beynon, formerly a grain buyer at Wabasso, will have charge of Anderson Bros.' elevator at Vesta, Minn.

George Hokanson of Hector, Minn., will have charge of an elevator at Watson for the Monarch Elevator Co.

Theo. Ritzschke of Macsville has accepted a position as wheat buyer for the Duluth Elevator Co. at Herman, Minn.

Walter Warren of Lake Wilson, Minn., has secured the management of the Benson Grain Co.'s elevator at Woodstock.

S. A. Young has resigned as buyer for the Cargill elevator of Howard Lake, Minn., and has been succeeded by Henry Vogel.

Agent Hedrick of the Imperial Elevator at McCumber, N. D., has been transferred to the company's plant at Bottineau.

L. B. Young has resigned his position with the Kansas Grain Co. of Hutchinson, Kan., after several years with the firm.

F. R. Lilly of Langdon, N. D., who has been on the sick list for some time, is again attending to his duties at the elevator.

C. A. Parks, agent for the Monarch Elevator at Wadena, Minn., has resigned. F. N. Welker of Little Falls succeeds him.

A. M. Tourtelotte of Browns Valley, Minn., has been transferred by the Cargill Elevator Co., to their plant at South Shore, S. D.

Oscar Miller of Anderson, Ind., has purchased an interest in the Newcastle Elevator Co. of Newcastle, and will help in working it.

H. Study, a grain buyer of McPaul, Iowa, was thrown from his carriage and sustained a fracture of the right collarbone on July 13.

August Lundquist, formerly buyer at the Duluth Elevator of Willmar, Minn., has succeeded George B. Farman as superintendent.

B. T. McNeill, manager of the Western Elevator Co.'s business at Nashua, Iowa, for the past few years has resigned to go with the Nye, Snyder & Fowler Co. at Mason City. George Beck, who has

been with the Western Elevator Co. at Claremont, Minn., takes his position.

Milton Richards has resigned as manager of the Western Grain Co., at Manson, Iowa, and is succeeded by his son, P. D. Richards.

C. W. Derr, owner of several elevators in South Dakota, will move to Mitchell, S. D., from Spink County, to better look after his interests.

George R. Stevens of Lake Wilson, Minn., has been appointed manager for the Farmers' Cooperative Elevator Association at Ruthton.

Edward Johnson has been transferred from the Northwestern Elevator Co.'s elevator at Clontarf, Minn., to Raymond, where he is buying grain.

Orie Cronin, who has been buying grain for the M. & N. Elevator Co. at Minto, N. D., has accepted a position at Arvilla with the same company.

John Crowley has taken the position of manager of the South Dakota Grain Co., at Geddes, S. D., succeeding O. C. Loomis, who resigned recently.

J. Haima has resigned his position as agent for the Northwestern Elevator Co. of Herkhoven, Minn., and is succeeded by Ed. Johnson of Willmar.

P. Vanderburg, who has been in charge of the Thorpe Elevator Co.'s plant at Sherman, Minn., has been promoted to be superintendent at Minneapolis.

Fred. Gerlinger of McHenry, N. D., will enter the employ of the Andrew and Gage Elevator Co., to take charge of one of their elevators at Carrington.

N. P. Nelson, formerly grain buyer at Murdock, Minn., for the Cargill Elevator Co., is now traveling inspector for the Thorpe Elevator Co. of Tigoga.

Frank T. Nelson of Litchfield, Minn., who has been at the Northwestern Elevator for a year, will be succeeded by Mark Magnuson of Everest, N. D.

G. F. McNary, for two years with the Monarch Elevator Co. at Barry, Minn., has been promoted to a better position with the same company at Renville.

H. H. Pogge has received the appointment of manager of the Van Dorn Grain Co.'s business at Neola, Iowa. The firm of Pogge & Flynn has been dissolved.

J. W. Canfield, who has for the past three years been buying grain at Stockton, Minn., will have charge of the Western Elevator at Elgin, Minn., next year.

Col. J. H. Lee, formerly agent for the Western Elevator Co. at Delhi, Minn., but more recently of Franklin, has been promoted to a larger field at Ulen, N. D.

Ernest Jastroff, who was with the Peters & Penman Elevator at Rock Rapids, Iowa, has been retained by the Farmers' Elevator Co., which purchased the plant.

Anton Morran, who is at present buying grain at Eastedge, N. D., will buy grain at Battle Lake, Minn., the coming fall if he can get control of the Farmers' warehouse.

E. P. Allison, who has been buying grain for the W. W. Cargill Co. of Minnesota Lake, Minn., for the past ten months, closed the elevator and left for his home at Jackson.

C. E. Richmond, who has been in charge of an elevator at Elgin, Minn., for the past four years, has resigned his position at that place to accept a similar one at Clark, S. D.

H. Morgan, who has been in charge of the Hubbard & Palmer elevator at Ashcreek, Minn., for two years, has been given charge of the company's elevator at Hartford, S. D.

C. I. Hartson has resigned his position as buyer at the Loomis elevator of Preston, Minn., and has gone to Towner, N. D., to fill a similar position with the Imperial Grain Co.

V. Faris of Concordia, Kan., succeeds C. E. Bentley as manager of the Jamestown Grain Co.'s elevator at Jamestown, Kan. He was formerly traveling for the Osborne Flour Mill.

G. E. Batten of Lynn Grove, Iowa, is the new agent at the Western Grain Co.'s elevator at Canova, S. D., succeeding C. B. Miller, who has been transferred to Galva, Iowa.

Rufus Austin will have charge of the Plymouth Elevator at Adrian, Minn., succeeding E. J. Matteson, who will go back to Athol, S. D., where he will manage an elevator for the same company.

Justin Baxter has left Wallace Bros., grain dealers at Clinton, Mass., for a similar position at Leominster, and has been succeeded by Alfred King, who was with W. A. Kilbourne at Lancaster.

John Endelman of Table Rock, Neb., who has for several years been in charge of the Hayes-Eames Elevator and more recently traveling auditor of the company, has accepted a position with the Mason-Gregg Grain Co. of Kansas City, and

will have charge of the Kansas business, with headquarters at Concordia.

E. J. McMullen has been succeeded by C. E. Jerome in the charge of the Hubbard & Palmer elevator at Currie, Minn. The former has assumed charge of the Benson Grain Co.'s plant at Slayton.

After eleven years with the Fosston Elevator & Flouring Mills, Andy Lukken has left Fosston, Minn., to go to Cummings, N. D., where he will be in charge of the Minneapolis & Northern Elevator Co.'s interests.

Peter Fox, who had charge of the State Elevator at Walhalla, N. D., for two years, has resigned and taken a position with the Walhalla Milling Co., of which he is one of the stockholders, taking charge of the new elevator.

N. A. Robertson, for the past six years agent at Hallock, Minn., for the St. Anthony and Dakota Elevator Co., has been promoted to the position of superintendent of the company's line of elevators in North Dakota, with headquarters at Cas- selton.

C. L. Ward has resigned his position as grain buyer at the Northwestern elevator of Appleton, Minn., and will travel as general manager for the American Grain Buyers' Association. J. W. Huff, who has been buying wheat at the mill elevator will fill the vacancy caused by Mr. Ward's resignation.

C. A. Parks, wheat buyer for the Monarch Elevator Co., Wadena, Minn., was found bound and gagged near the door of the elevator about 1 o'clock on the morning of July 31. The village marshal and a citizen, hearing his groans, rescued him from a semi-conscious condition. Later, in relating his experiences, he declared two men had attacked him and robbed him of from \$270 to \$290 of the company's money he had collected during the day. Mr. Parks was firmly tied by the bandits and suffered considerable pain. As he was under bond he has arranged to make the loss good.

## THE CO-OPERATIVES

The farmers' company at Eagle Bend, Minn., wants to lease its two elevators.

The Cokato Elevator Co., farmers', at Cokato, Minn., has decided to quit business.

The Farmers' Elevator Co. at Litchfield, Minn., earned \$300 during its last fiscal year.

The Highland Grain Co. at Kinsman, has sold its elevator to John T. Harty for \$6,000.

The Farmers' Elevator Co. at Monterey, Minn., earned \$658.79 in profits during its first year.

The Farmers' Elevator Co. at Appleton, Minn., paid a small dividend on last year's business.

The Farmers' Elevator Co. of South Shore, S. D., lost money last year, and will probably go out of business.

The Farmers' & Merchants' Elevator Co., Brandon, Minn., has put its profit (10 per cent) into improvements.

The Farmers' of Roberts County, South Dakota, has declared a dividend of 134 per cent for the year ending June 30, 1906.

Farmers holding stock in the Farmers' Elevator Co. of Weston, Ill., are offering to sell their stock at \$1 per share, but cannot get any takers.

The Farmers' Warehouse Association at Mapleton, Minn., lost money on last crop year's business, but the shareholders voted down a proposition to sell the elevator.

Dividends are reported paid by Farmers' & Merchants' Elevator Co., Stephen, Minn.; Farmers' Cooperative Elevator Co., Dazey, N. D.; Farmers' Cooperative Elevator Co., Pelican Rapids, Minn.

W. H. Reed, state grain commissioner, has been elected manager of the Farmers' Grain & Supply Co., composed of 1,800 farmers in eastern Washington. The company operated twelve warehouses last year, handling 1,000,000 bushels of wheat, and expects to operate twenty-five this fall, with double the quantity of grain handled.

The Montreal Harbor Commissioners were on July 31 fined \$100 for breach of the alien law, the charge being that they had imported James Quinlan from Ogdensburg, N. Y., to work for them as a shovel tender on a grain elevator. The Commissioners pleaded that the proof showed Quinlan to be a skilled workman engaged for a new industry, and that such employment was permissible. The Recorder held that grain elevators were not new in Canada and that shovel tending could not be termed an operation requiring any very special skill.



## BARLEY AND MALT

The Duluth Brewing Co. of Velva, N. D., is building a 30,000-bushel elevator to be used exclusively for barley.

Watkins & Vincent have succeeded the firm of Watkins, Fretts & Vincent in the barley and malt business at Chicago, Ill.

Franklin B. Giesler, Milwaukee, Wis., has been granted United States letters patent No. 827,690 on a pneumatic malting drum.

The first car of barley on the Chicago market this season was purchased on July 27 by J. R. Dalton. It was sent from northern Illinois and was of good quality.

A carload of new barley was offered for sale at Minneapolis on July 27. It appeared to be "calico," but tested 45 pounds to the bushel and was expected to bring 39 or 40 cents.

It is declared by an expert that there will be a decrease of 5 per cent in the yield of barley in the barley sections tributary to Minneapolis, Minn., compared to last year and a general decrease in total of acreage of 10 per cent.

Stock of the American Malt Co. has been issued in exchange for the stock of the American Malting Co. under the terms of the readjustment plan. The old American Malting Co. is the operating concern and the American Malt Corporation is the holding company.

The first trade of the year in new barley on the Milwaukee exchange, and the first trade in the country, as far as is known, was made on July 20. When E. P. Bacon & Co. sold over ten cars of Western barley to the American Malting Company. As a rule the first barley of the year is usually received in Milwaukee about August 1.

A barley expert figures that the requirements of the country for malting and other purposes are 75,000,000 bushels a year. The barley crop this year promises to be one of the largest ever raised, and about double the requirements. This leaves a surplus of 75,000,000 bushels to be used for mixing with oats and feeding purposes, and will be a factor in helping out the shortage in oats.—Daily Trade Bulletin.

The American Malting Co., with malt houses at Milwaukee, Chicago, Buffalo, Syracuse, New York and several other places, has decided to be directly represented in the Minneapolis market, and George Charles, for several years past with the Globe Elevator Co., and prior to that in Chicago and Winona with O'Neil, has been engaged by the Malting Co., and will look after the business in both Minneapolis and Duluth.

Encouraged by their success last year, when they sold their barley at 90 cents a cental, the farmers of Columbia county, Wash., will pool their barley again this year and hold it for \$1 a cental. Money will be borrowed on the grain at 4 per cent in order to avoid the necessity of any members withdrawing his barley from the pool for independent sale. It is estimated that 200,000 sacks, nearly all the barley in the county, will be pooled. About 122,500 sacks were pooled last year.

### INDICATIONS OF THE BARLEY CROP.

In summing up the barley situation the Orange Judd Farmer declares the condition of 90 points noted in June has declined to 86, due to unfavorable weather conditions. The table below gives the condition and the acreage July 1:

	Acres.	Condition.
New York .....	105,400	91
Pennsylvania .....	8,800	87
Texas .....	5,000	83
Arkansas .....	1,000	—
Tennessee .....	1,900	94
West Virginia .....	900	90
Kentucky .....	1,000	—
Ohio .....	26,500	87
Michigan .....	45,000	99
Indiana .....	9,300	82
Illinois .....	19,000	91
Wisconsin .....	485,900	93
Minnesota .....	1,098,000	92
Iowa .....	452,000	91
Missouri .....	2,000	65
Kansas .....	158,000	70
Nebraska .....	94,300	80
North Dakota .....	642,300	95
South Dakota .....	342,200	95
California .....	1,284,000	95
Oregon .....	67,400	87
Washington .....	149,000	95
Oklahoma .....	14,600	91
Others .....	131,100	90
Total .....	5,235,300	86

The members of the Minneapolis Barley Dealers' Association has agreed to handle all barley on a basis of 48 pounds on the bushel instead of 50, as heretofore, in the expectation that the reduction of the basis on which barley is bought will have a tendency to draw barley to that market. All barley dealers in Minneapolis are installing machinery to handle and clean the grain in order that they may be in the best position to deliver on sale to eastern buyers and malsters the very barley they buy.

E. P. Bacon & Co., Milwaukee, summarize 350 replies from the barley fields of the Northwest, with substantially the following results: WISCONSIN—Considerable decrease in production as compared with the past two years; quality averages good and better than last year; color reports indicate that nearly all is more or less discolored, only crops harvested early and stacked or put into barns, which constitute a small proportion, escaping damage in this respect. MINNESOTA—Southern and western part, material decrease in production as compared with the last two years; quality is variable, ranging from "feed barley" to choice malting, but the average is good, with a much larger percentage of malting barley than last crop. The berry is generally reported plump and medium, only a small percentage being light weight; color is uneven, about one-third the reports saying there is no discoloration and the remainder state there is more or less damage in this respect. IOWA—Considerable increase in production as compared with last year; quality is on the average good and is largely malting barley; color is variable according to conditions under which harvesting was done; about 20 per cent may be free from material discoloration. SOUTH DAKOTA—Somewhat smaller production as compared with last year; quality is good and better than last year, the berry is mostly plump, 75 per cent of the reports being to this effect; all is practically malting barley; color reports are to the effect that only a small proportion is discolored, 75 per cent advising no damage whatever in this respect. Since the reports were mailed from which they made up the above summary there have been soaking rains throughout Wisconsin, Minnesota and South Dakota, which is likely to result in greater unsoundness and discoloration of the barley that had not been previously secured than estimated.

### IMPROVING BREWING BARLEY.

Speaking of the efforts of the U. S. Department of Agriculture to improve the quality of American barley for brewing purposes, in collaboration with Dr. Robert Wahl and the laboratory of the Wahl-Henius Institute, Chicago, the advisory committee of the U. S. Brewers' Association reports satisfactory progress. The investigations thus far have been along lines to determine the method to be adopted to further the object sought and to "make it clear whether the contemplated improvement can best be achieved by introducing foreign seeds or by distributing to American farmers carefully selected seeds of domestic growth.

"In order to contribute in a slight measure to the success of this great undertaking," continues the report, "the trustees, at the recommendation of this committee, appropriated a sum of money for the purpose of offering prizes to barley growers, as an incentive to the adoption of such improvements in the method of cultivation as will finally lead to the production of American barley equal to any raised in Canada or Europe.

"On many previous occasions it has been demonstrated by statistical exhibits that the quantity of barley produced in our country would suffice to supply the American brewers' demand and yet leave a considerable surplus for exportation. But the great bulk of American barley is not fit for malting and it is owing to its peculiar defects more than to anything else that the brewers were compelled to use unmalted cereals in conjunction with barley malt. Some ill-advised pessimists regard this as a misfortune, but the brewers and beer drinkers know that the mixture of unmalted and malted grain produces a better drink in every way than the average beers brewed in countries where the law compels the brewer to use barley exclusively, without regard to its quality and fitness for brewing purposes. With equal care bestowed upon methods of cultivation, the American grower should have no difficulty in producing barley equal to the very best raised in Canada or Europe; nor is there any reason why an amply sufficient quantity of such prime barley should not in time be produced here. Protected in their home market by very high import duties and enabled to compete successfully with foreign growers in English markets, the American growers should readily perceive, as we believe they do, that the endeavors of the Agricultural Department deserve their heartiest support and practical co-operation."

Send us the grain news from your neighborhood.

## COURT DECISIONS

[Prepared especially for the "American Elevator and Grain Trade" by J. L. Rosenberger, LL. B., of the Chicago Bar.]

### Damages for Breach of Warranty as to Seeds.

The measure of damages for breach of warranty as to quality or variety of seeds sold for planting, the Court of Appeal, first district, California, holds (Moody vs. Peirano, 84 Pacific Reporter, 783), is the difference between the value of the crop produced and the value of the crop that would have been produced had there been no breach of warranty.

### Warehousing Grain in Cars and Furnishing Leaky Ones.

It is the settled law of Illinois, the Supreme Court of Illinois says (Gratiot Street Warehouse Co. vs. St. Louis, Alton & Terre Haute Railroad Co., 77 Northwestern Reporter, 675), that carriers by railroad are not bound to deliver the goods carried to the consignee personally, or to give notice of their arrival, in order to discharge their liability as carriers; and that when the goods have reached their destination, if the consignee is not present to receive them, the carrier may store them safely in a suitable warehouse to await the demand of the consignee. When the carrier has brought the goods or freight to their destination, it has the right to place them in a safe and secure warehouse, and its liability then changes from that of a common carrier to that of a warehouseman.

When the carrier thus assumes the new duties of warehouseman, he is liable only for ordinary care and diligence in the preservation of the property. When the carrier has no depot or warehouse at the place of destination for the storage of such freight as corn, it may be warehoused in the cars on the sidetracks. But if the cars in which the corn was transported were defective because of being leaky, and the corn was spoiled because of water dripping upon the corn through the leaks in the cars, the railroad company was liable as a common carrier, because it was its duty to furnish proper cars for the carriage of the corn.

### Risks Assumed by Employee in Charge of Engine at Elevator.

A boy nearly seventeen years of age, who had been employed in and about a grain elevator during the busy seasons for about three years, and who had charge of the engine room and gasoline engine therein, by some accident met his death while alone. The administrator of his estate subsequently sought to recover damages for his death, urging that there had been a failure to properly warn him of the hazards of the business in which he was engaged and to provide him a proper place in which to work. The plaintiff obtained a judgment, but this is reversed by the Supreme Court of Nebraska.

Whether it is incumbent upon a master to warn his servant of the hazards attending the business in which he is engaged, the court holds (Central Granaries Co. vs. Ault, 106 Northwestern Reporter, 418), must be determined from the facts and circumstances shown to exist. A servant who from the length or character of previous service or experience may be presumed to know the ordinary hazards attending the proper conduct of a certain business, is not entitled, as an absolute right, to the same or similar notice of dangers incident to the employment as if he was ignorant or inexperienced in the particular work; and this rule applies to infants as well as adults.

The master is required to provide only such facilities and conveniences for the use and operation of machinery by his employees as are in common and general use. Whether the master is guilty of negligence in not providing a safe place for his servant to perform the labor required of him is a question of fact for the jury, but what is competent evidence to establish that fact is a question of law for the court.

Again, it is said in the case that the operation of such machinery is, of course, dangerous; but the employer is not liable for the consequences of danger; his liability is to be determined by the existence of negligence. The question whether a space of twenty-three inches between moving machinery on the one side and a fixed object on the other provides sufficient room for the body of a man to pass through, and whether a space of nineteen inches between such machinery and a fixed object affords ample space for a man's



lower limbs, is one to be determined by experience; and whether that is the common and ordinary space provided as a passageway around such machinery, is a question of fact to be determined by competent evidence.

#### Outlawing of Elevator Wheat Check.

The Supreme Court of Michigan has recently decided a case (Freeman vs. Ingerson, 106 Northwestern Reporter, 278) involving an old elevator wheat check. This was as follows:

"Nashville, Mich., December 14, 1885. Wheat Check. Barry & Downing, Bankers. William O. Freeman has stored in our elevator 105 54-60 bushels of No. 1 white wheat, subject to his order of sale on or before July 1, 1886. Ingerson & Co."

The defendant Ingerson sold his interest in the firm of Ingerson & Co. and had no interest therein after February, 1887, except to settle up the business of the firm. At the time of the dissolution of the copartnership of Ingerson & Co. notice was published for three successive weeks in a newspaper published in Nashville, as follows:

"Inasmuch as there is a change in the firm of Ingerson & Co. all notes due and outstanding accounts must be promptly settled; also all stored grain must be sold by March 12, 1887. Ingerson & Co."

The plaintiff made no demand on his check above mentioned until the 24th day of August, 1897, and then delayed the commencement of the suit until July 27, 1903, or five years and eleven months after demand. The books of the firm of Ingerson & Co. had in the meantime become lost, having been left with the other partner. The Circuit Court gave the plaintiff a judgment, but this is now reversed by the Supreme Court.

The latter says that it thinks the rule supported by the greater weight of authority is that where a demand is necessary to create a cause of action, such demand must be made within a reasonable time, which, by analogy to the [Michigan] statute of limitations, will be deemed to be six years. Moreover, this court does not find in this record any special circumstances to excuse the making of such demand. On the contrary, it clearly appeared that there was a conversion of this wheat, to the knowledge of the plaintiff, in 1887. Upon any view which can be taken of the facts of this case, the statute of limitations had run against the plaintiff's cause of action, and a verdict should have been directed for the defendant.

#### ARBITRATION DECISIONS.

The following are the most recent decisions rendered by the arbitration committee of the Kansas Grain Dealers' Association:

ROBB-BORT GRAIN CO., WICHITA, KAN., vs. G. A. JONES, EVEREST, KAN.—The contract from which this controversy arises was made November 7, 1905, for 1,000 bushels of corn, to be shipped within 10 days.

Evidence shows that on November 17 the seller loaded car 14254 So. to fill this contract, but at 11:12 a. m. received a telegram from the buyer saying "cancel contract," and immediately thereafter resold the corn to others at 2½ cents per bushel less than the price [named in] first contract.

The buyer made claim for a prospective profit of one cent per bushel and the seller a counter claim for a loss of 2½ cents per bushel, account of cancellation.

There can be no question regarding the seller's right to 10 full days in which to make this shipment, nor that the 10 full days would give him until the expiration of the 17th of that month. Supreme Court decisions for forty years past are unanimous upon this point, as witnessed by the following, found in 46 American Decisions, pages 412 to 416: "In computing time from the date, or day of the date, or from a certain act or event, the day of the date, act or event is to be excluded unless a different intention is manifested by the instrument. Accordingly, for the term of one year from November 1, 1872, to November 1, 1873, it was held that the term commenced on the second day of November, 1872." Another authority says: "No moment of time can be said to be after a given date, until that given date has expired."

The buyer further alleges that to protect his rights he was compelled to send this cancellation message, and that it was the seller's duty to notify the buyer that the grain was loaded and ready to ship. There can be no doubt that as a matter of business courtesy the seller, on receipt of such message, should have wired the buyer that the car was ready, and ask him to accept it on the contract; but upon thorough research we find that this was not compulsory, and that the seller did not forfeit any of his

legal rights because of his failure to extend this courtesy; and must again refer to Supreme Court decisions which date as far back as 1865, which are directly contrary to this idea. We quote from these as follows: "In order to put the party who is to do or perform the service in default, it is necessary to make a demand." McMurray vs. State, 6 Alabama, 326. Or, again: "Where one party to a contract declares to the other that he will not make performance, the other party is excused from performance on his part, or from offer to perform and maintain his action for breach of contract when the day was passed." Shaw vs. R. L. I. Co., 69 New York, 286, and Goodwin vs. M. M. L. I. Co., 73 New York, 480. Or, again: "Where one party refuses to perform an idle ceremony." Gratten vs. M. L. I. Co., 36 Reports. Or, lastly: "Performances of the condition of a bond (contract) becoming impossible by act of God or of the law or of the obligee, is excused." People vs. Manning, 18 Decisions, 451.

Hence, if the buyer has wired the seller to ship the corn within the limit or cancel, he would have been clearly within his rights; but an unrestricted cancellation before the time had expired was premature. Therefore, in accordance with the law and the evidence, we award the defendant in this case the two and one-half cents per bushel loss, amounting to twenty-five dollars (\$25), and assess the costs, which amount to five dollars (\$5) to said plaintiff.

Witness our hands this 13th day of June, 1906.

HAYDEN & CO., SAN ANTONIO, TEXAS, vs. THE OSAGE CITY GRAIN AND ELEVATOR CO., OSAGE CITY, KAN.—This controversy arises from the purchase and sale by sample of one car of cane seed, purchaser alleging that the seed shipped was not up to the sample, which alleged is denied by seller.

Several affidavits are offered by each party to substantiate the claims made. The affidavits show that under orders from the purchaser this car of seed No. 14351 A. T. was unloaded into a private warehouse, which warehouse belonged to the party to whom the above named purchaser had in turn sold this seed on February 10, 1906, and that after it had been unloaded, seed, "said to be from the car," was on February 10 examined by other parties but no report made nor complaint offered until three days later (February 13) [when] the purchaser wrote the seller as follows: "After being on the road for weeks the car of cane seed has arrived. Our customer, Mr. Blank, has been unloading the car to-day, and at his request the writer has just returned from a thorough inspection of the stock. \* \* \* We would be glad to have you wire anyone here and have the car inspected to verify our statements."

Again, on February 19, the buyer wrote the seller as follows: "This car is in San Antonio, and we must insist upon your wiring any disinterested party here to verify our statements. \* \* \* Our proposition of having a third party inspect it and decide the question is certainly as fair as you can ask. If the car is like sample submitted you, we have no reason to complain."

After considerable correspondence the seller, in a letter dated March 1, told the buyer he might ask some disinterested party to go with him and inspect the car and report with sample; and on March 5 this other party went with the buyer to the private warehouse above referred to, and according to his affidavit, which has been submitted by the buyer, "inspected seed said to have come out of car No. 14351 A. T."

Careful comparison of the samples submitted shows that the sample submitted by the purchaser is as widely different from the sample submitted by the disinterested party on March 5, as it is from the sample originally sold by, and since the disinterested party who examined seed, "said to have come out of car No. 14351 A. T." was not sufficiently certain of it to permit of his making affidavit thereto, it is certainly not within the authority of this committee to make an award for damages on grain whose identity is in question. Furthermore, if the affidavits of the parties who unloaded this seed are to be accepted (and they are offered by the purchaser as a part of his evidence), then buyer's letter must at least have been in error when he informed the seller that it was being unloaded on February 13. Lastly, since the affidavits submitted by the buyer show that this shipment was unloaded into the warehouse of the party to whom this purchaser had resold said cane seed and upon the order of said purchaser, this committee cannot do otherwise than to render an award in favor of the defendant (the seller) and to assess the cost of this arbitration, amounting to \$5, against said plaintiff, because it is an established custom of the trade, as well as a rule of law, that when a buyer unloads a shipment without the knowledge of the seller and makes no complaint of its quality or condition

until subsequently thereto, such action constitutes an unqualified acceptance of said shipment on such contract.

Witness our hands this 29th day of June, 1906.

A. H. BENNETT,  
L. NOEL,  
PERRY N. ALLIN,  
Committee.

## IN THE COURTS

The Union Grain & Hay Co. of Cincinnati, on July 13 filed charges of fraud in protest against the discharge of Harry J. Borgmann & Co., bankrupts.

Edna Martin, admx., has begun an action against the Barnthorse Grain & Seed Co. at Marion, O., claiming \$10,000 damages. The allegation is that her husband was killed in defendant's mill, that he caught his clothing on an unprotected shaft and was hurled upon the floor, dying on the second day after the accident.

The American Grain Purifier Constructing Co., of which D. H. Stuhr, of Davenport, Ia., is manager, has obtained an order against Wm. B. Requa et al. operating as (Requa Brothers), enjoining the latter from making, selling or using the form of grain purifier and drier protected by Letters Patent No. 592,691, issued to Emil F. Cazalet, dated October 26, 1897. The defendants are said by the Circuit Court of United States at Chicago (Judge Landis), to have infringed said letters patent and the claims thereof, by use of said improvements in bleaching or drying grain in their elevators, and that the complainant is entitled to recover damages therefor as well as the savings made and realized by the defendants thereby, together with the costs of this case to be taxed. In view of the issuance of the injunction, the plaintiff waives claim for other than nominal damages, and each party pays its own costs.

## HOT BEARINGS THE CAUSE AND REMEDY.

One of the troubles in a power plant is the heating of bearings on engines and line shafting; and oftentimes the cause cannot readily be found. Sometimes the cap nuts are not filled up evenly all around, with the result that one side of the cap cramps the shaft. This is a common occurrence, and if no attention is given it, a serious accident may result.

When a hot bearing occurs there is always a reason for it. It may be that the shafting is out of line or is not level or there may be a lack of oil. On some lines of shafting there are bearings on which the caps have a large opening and in which is placed some waste.

Before long the waste will fill up with dust, and when more oil is poured in, the dust will be worked into the bearing. This invariably results in a hot bearing. Then the engineer or oiler wonders why the bearing runs hot after having run smoothly for perhaps a long time.

Then again in some bearings grease is used in place of oil, and in some time dust will settle on the grease. When the latter becomes worked into the bearing the dust will also get in and cause heating. The remedy is to cover the grease.

Change of temperature in an engine room may cause a hot bearing, for when a door or window is opened for a long time it will lower the temperature and cool the oil in the cups. Then they will feed slower or stop altogether. Were this to go unnoticed by the engineer a hot bearing will result.

When a bearing gets hot, shut down if possible, then wash out the bearing with kerosene oil and use graphite mixed with cylinder oil. In some cases the oil is at fault. It may not be adapted to the purpose for which it is used. It may be too light or too heavy. If the oil is too light, then again the addition of flake graphite will help matters immensely and prevent heated bearings.—Graphite.

The rye crop in the United States is raised mostly in a few states. Nearly all raise a little. Pennsylvania raised nearly six millions last year; Wisconsin was next with nearly five millions. Nebraska, New York and Michigan each raised two millions. Ohio raised only 210,000 bushels. Indiana had 424,000 bushels. The total crop was only 28,485,000. Russia is where they raise rye at wholesale. They raise half of the world's crop. They had 900,000,000 in 1904, but only 630,000,000 in 1905.—C. A. King & Co.



## CROP REPORTS

The wheat yield in Virginia is generally satisfactory.

There is said to be a serious lack of harvest hands in the Northwest.

Corn in North Dakota has improved materially during the past few weeks.

Corn in Texas is practically made and no fears are entertained for the crop.

The Burlington crop report shows that in Nebraska oats are yielding better than was expected, yielding better than was expected.

The hay crop of Massachusetts is a satisfactory one and the quality is excellent. Corn and oats are doing well.

Iowa's corn crop is expected to be the largest on record. The condition on August 1 was 99, as compared with 94 a year ago.

The wheat yield in Kentucky is 95 per cent of an average crop. The quality is good. The corn prospect has improved, but the oat yield will be light.

Corn in Michigan has been making a good growth and the crop is expected to be better than that of last year. The hay crop is light, but the quality is high.

The Ohio report shows no change in condition of the oats crop, which is 77. The thrashing returns show a heavy yield per acre and the quality of the grain is excellent.

Excessively hot weather, which hastened the ripening, has reduced the wheat yield in Oregon and Washington. However, the grain coming to market is of good quality.

W. A. Black, general manager of the Ogilvie Flour Mills Co., Ltd., is quoted as saying that wheat in western Canada will not go as many bushels to acre as it did last year.

The Western Grain Growers' and Millers' Association has sent out very favorable reports of the crops in Alberta, despite the fact that a report three weeks earlier was inclined to be despondent.

C. A. King & Co. of Toledo say that the Missouri August report indicates a total wheat crop of nearly 34,000,000. Fifty-seven per cent of the oat crop is thrashed, indicating yield per acre for entire crop of 18.7 bushels.

Secretary Coburn of the Kansas Board of Agriculture has issued a special report showing that wheat in Brown County is going from 29 1-3 to 48 bushels to acre. This is one of the counties which was unusually dry during May and June.

According to the Michigan report for August the corn condition is 87, against 86 last month and 78 at this time last year. The oats yield is 34 bushels to the acre, against 35 bushels last year. The wheat crop is estimated at 13,000,000 bushels.

Geo. A. Wells, secretary of the Iowa Grain Dealers' Association, makes a final estimate of crops of the state as follows: Winter wheat, 1,500,000 bushels; spring wheat, 5,000,000 bushels; oats, 147,000,000 bushels; rye, 1,500,000; barley, 14,000,000 bushels; flax, 185,000 bushels.

A recent Pope & Eckhardt Co. circular says: "Snow, a special crop reporter, experienced and smart, but in our opinion not always reliable, says in his August report that the winter wheat crop will aggregate 500,000,000 bushels or 80 millions more than last year, but adds that the spring wheat crop went back a few points in July. Duluth bulls say the three northwestern states will have 30 millions less than last year. Snow says corn crop is two and one-half points better than year ago, though he admits Illinois dropped from 86 July 1 to 83 August 1. Highest condition in Tennessee and Kentucky. Makes Iowa 91 vs. 93 month ago. Kansas 87 vs. 84 month ago."

W. C. Brown, vice-president of the New York Central System, has returned from a journey of more than 3,000 miles through the Middle West, undertaken with the object of ascertaining the actual crop situation. He visited Illinois, Indiana, Missouri and Iowa and has prepared special reports on the conditions in Kansas and Nebraska. In all of these, according to his observation, the crops this year will be remarkable as to both quantity and quality. In speaking of his trip Mr. Brown said: "I believe that the United States this year will harvest a larger quantity of grain of all sorts than ever before and will market it at a better price, considering the size of the crops. Kansas this year is going to produce a wheat crop of about 90,000,000 bushels. The corn crop in Kansas and Nebraska will break all records. Iowa will produce 350,000,000 bushels of corn, and possibly 355,000,000. In Missouri, with the exception of four

counties in the northeast, all the counties will have great corn crops."

The Illinois state report for August, as summarized by C. A. King & Co., shows that corn has gone back 7 points since June 20, the condition now being 81. The damage was caused by dry weather. The oat crop is estimated at 91,000,000 bushels, or 33,500,000 bushels less than last year. The wheat yield is estimated at 20 bushels to the acre, and the combined crop of winter and spring is placed at 29,000,000 bushels.

According to the government report for August the average condition of spring wheat on August 1 was 86.9, compared to 91.4 a month before and 89.2 a year before. The condition on August 1, 1904, was 87.5, the ten-year average being 82.6. The yield is estimated at 267,234,000 bushels, which, with the winter crop, which was said to have averaged 16.7 bushels to the acre, against 14.3 last year, and which is estimated at 493,434,000, brings the estimated crop up to the enormous total of 760,668,000 bushels. Last year's total yield was finally estimated at 693,000,000 bushels.

The following table shows, for each of the five principal spring wheat states, the condition on August 1, 1906, August 1, 1905, and August 1, 1904, the condition on July 1, 1906, and the average for the last ten years for August:

	Aug. 1, 1906.	July 1, 1906.	Aug. 1, 1905.	Aug. 1, 1904.	10 yr.
Minnesota .....	85	89	86	92	84
North Dakota .....	88	98	91	90	80
South Dakota .....	90	91	91	85	81
Iowa .....	97	94	88	80	84
Washington .....	75	100	95	81	90
United States .....	86.9	91.4	89.2	87.5	82.6

The following table shows the estimated average yield of winter wheat an acre in each of the eleven principal winter wheat states in 1906 and in 1905, the figures for 1905 being based on the final estimate, which was issued on December 20 of that year:

	—Bushels—	1906.	1905.
Kansas .....	15.3	13.9	13.9
Indiana .....	20.7	18.3	18.3
Missouri .....	14.8	12.4	12.4
Nebraska .....	23.2	20.4	20.4
Illinois .....	19.5	16.0	16.0
Ohio .....	20.4	17.1	17.1
California .....	17.1	9.3	9.3
Pennsylvania .....	17.7	17.1	17.1
Oklahoma .....	14.0	8.2	8.2
Texas .....	11.5	8.9	8.9
Michigan .....	13.1	18.5	18.5
United States .....	16.7	14.3	14.3

The preliminary estimate of the yield of winter wheat and the estimated acreage on which it is based are subject to such revision and correction, when the final estimate of the bureau is made next December, as may be found proper through investigations now in progress.

The statement on the corn crop showed a condition on the first of the month of 88.1, against 89 August 1, 1905, and 87.5 July 1, 1906. It is estimated that the yield will be about 2,655,000,000 bushels. The following table shows for each of the states having 1,000,000 acres or upward in corn the condition on August 1 in each of the last three years, the condition on July 1, 1906, with the August average for ten years:

	Aug. 1906.	July 1906.	Aug. 1905.	Aug. 1904.	10 yr.
Illinois .....	82	90	95	89	86
Iowa .....	95	96	89	87	86
Nebraska .....	84	84	90	88	85
Kansas .....	88	85	95	70	78
Texas .....	75	73	82	89	74
Missouri .....	82	86	98	74	82
Indiana .....	85	86	94	91	89
Georgia .....	92	89	87	89	87
Kentucky .....	96	91	96	95	86
Tennessee .....	95	91	88	96	84
Ohio .....	92	86	85	86	88
Alabama .....	92	84	..	..	..
Alabama .....	92	91	84	93	84
N. Carolina .....	91	91	86	96	88
Arkansas .....	97	89	80	91	79
Mississippi .....	92	91	71	95	78
Indian Territory .....	92	90	90	93	89
Oklahoma .....	96	93	84	89	74
S. Carolina .....	86	86	75	93	83
Virginia .....	95	91	95	97	90
S. Dakota .....	85	87	85	86	87
Minnesota .....	95	80	86	80	87
Wisconsin .....	89	87	86	84	88
Pennsylvania .....	95	91	94	90	90
Louisiana .....	83	79	69	90	82
Michigan .....	87	90	81	75	84
United States .....	88.1	87.5	89.0	87.5	84.0

The average condition of the oats crop on August 1 was 82.8, that on July 1 being 84. On August 1, 1905, the condition was 90.8; on August 1, 1904, 86.8; and a ten-year August average of 84.3. The total yield is estimated at about 803,000,000 bushels, against an outturn of about 953,000,000 last year. The proportion of last year's oats crop still in farmers' hands is estimated at 7.1 per cent, compared to 6.2 of the 1904 crop, 5.4 per cent of the 1903 crop, and a ten-year average of 7.2 per cent.

The average condition of barley on August 1 was 90.3, against 92.5 one month before; 89.5 on August 1, 1905; 89.1 on August 1, 1904, and a ten-year average of 85.3. Yield estimated at 142,000,000 bushels.

The average condition of rye on August 1 was

90.8, compared to 91.3 a month before; 92.6 on August 1, 1905; 91.8 on August 1, 1904, and a ten-year average of 88.2. Yield estimated at 26,500,000 bushels.

[Bulletin of the Wisconsin Experiment Station.]

## ERADICATION OF WILD MUSTARD FROM GRAIN FIELDS.

BY R. A. MOORE.

The agronomy department of the Wisconsin Agricultural Experiment Station carried on tests during the month of June for the eradication of wild mustard from grain fields. Demonstrations to determine the effectiveness of the material used were made on farms infested with mustard in Dane, Waukesha and Kenosha counties.

**MATERIAL TO USE.**—The material used was a 20 per cent solution of iron sulphate, which was placed in a mounted tank and pulled by one horse. From twenty to twenty-five acres of ground can be covered by the sprayer in a single day. The Platz sprayer imported from Germany was used for the work. With hose attachment it will cover a strip of ground twenty feet in width at a single spraying.

**HOW TO MAKE THE SOLUTION.**—To make solution, empty a hundred-pound sack of granulated iron sulphate into a fifty-two-gallon barrel (kerosene or vinegar barrels are generally gauged for fifty-two gallons) and fill with water; stir vigorously for a few minutes, until sulphate is in solution. The solution can be put in sprayer tank and used immediately, or kept in cask until the desired time for using.

The iron sulphate solution is not poisonous and can be readily handled without fear. White clothing coming in contact with it will be discolored but not burned.

**WHEN TESTS SHOULD BE MADE.**—The tests should be made on a calm, bright day, after the dew has disappeared, as the work is more effective if the solution is put on in the warm sunlight. Where rain follows the spraying within a few hours, the extermination of the mustard will not be so perfect. In tests made where rain followed sixteen hours after spraying, the mustard was found to be destroyed. Where it rained two hours after spraying no less than 50 per cent of the mustard plants retained sufficient vigor to produce seed.

**EFFECTS UPON THE GRAIN CROP.**—The following day after spraying, the tips of the blades of grain were somewhat blackened, but no detrimental effects could be noticed to the crop or grasses seeded with the same two weeks after spraying.

**OTHER WEEDS THAN MUSTARD PARTIALLY EXTERMINATED.**—Daisies, cockle burr, bind weed, rag weed, sheep sorrel, yellow dock and many other weeds were partially or wholly eradicated from the fields where tests were made for the extermination of mustard.

**MOST FAVORABLE TIME TO MAKE TESTS.**—The grain fields should be sprayed when the mustard plants are in the third leaf or before the plants are in blossom, in order to have the spray do the most effective work.

**COST OF SPRAYING MATERIAL.**—Iron sulphate can be purchased for about \$11 per ton in small quantities, and in bulk for considerably less. One hundred pounds of iron sulphate will make sufficient solution of the proper strength to spray approximately one acre.

Experiments are being made by the station for the extermination of Canada thistles, but owing to the fact that these plants are perennials and largely propagated from the roots, it will require sprayings at intervals through a series of two or three years in order to determine definitely what can be done with these obnoxious pests.

The iron sulphate solution for the eradication of mustard from grain fields has been used quite generally in European countries since 1889, and many experimenters speak of its merits.

Chicago and St. Louis will deliver old hard winter at a discount upon July contracts. The St. Louis discount is three cents, while at Chicago it is but two cents.

L. A. Fitz, a government grain expert, who has been examining the grain crops along the Mason & Dixon line in Maryland, with special reference to the introduction of winter oats in that section, says farmers are growing winter oats successfully as far north as central Maryland. He will soon make an inspection of the crop in that section and will then urge the United States Agricultural Department to cross the hardier oats with the winter varieties of Maryland. He thinks that within three years the government will be able to furnish an oats seed that can be sown in the fall. The winter oats come about two weeks earlier than the spring varieties and yield much better.



## TRANSPORTATION

On August 1 the Rock Island announced the cancellation of its recent tariff providing for reduced rates on grain from Missouri River points in Iowa. The reduced rates now apply to Missouri points only.

There is said to be a large movement of grain on the western division of the Alton, and all available cars have been rushed west for this tonnage. The movement of grain on the eastern division is also very heavy, and a famine in cars is looked for soon.

The decline in grain exports has seriously affected Philadelphia, and many steamships are being operated out of that port at a loss. Ordinarily grain exports constitute one-third of the outward-bound cargoes, but for the past few weeks the elevators have been practically empty, with the result that some vessels have left port in ballast, while others have been laid up to await more favorable conditions.

Railroad and grain men of the Northwest predict a car famine of a more serious nature than the one which tied up the crop movement in that section last year. The freight movement in all parts of the West has been unusually heavy, and the railroads have been unable to store up cars for the fall rush. As a result, it is declared that strenuous efforts will be necessary to furnish any part of the needed equipment.

It is announced that the Washington railroads will not appeal from the ruling of the state railroad commission establishing a joint rate on wheat. This means the O. R. & N. will accept wheat for shipment from points on its line to the markets of Puget Sound. The effect of the ruling may be to make the O. R. & N. lines in Eastern Washington short feeders for the long hauls to be obtained by the Northern Pacific and Great Northern.

The rate on grain from the head of the lakes to Buffalo, for loading the latter part of September and early in October, has been fixed at 3 cents, and charters have been made at that figure. The vessel owners are said to be in no hurry to place their boats ahead. A large part of the fleet is tied up with season contracts in ore and coal, and it is predicted that grain men will have to bid up rates to get tonnage if the grain movement is as heavy as expected.

There was a meeting of the grain section of the Dominion Marine Association at Toronto recently to discuss the handling of the grain crop from the Canadian West this fall. It was stated that the crop probably will be 40 per cent greater than that of last year, and that if this proves to be the case the combined capacity of the available vessels will not be sufficient to handle the grain. Several new vessels are in course of construction in various ports on the Great Lakes, but they will not be ready till next spring.

The Wisconsin Railway Commission handed down a decision on August 9, which, it is stated, reduces grain rates in the state practically one cent per bushel. The order will affect all of the railroads operating in the state. Following a complaint of O. G. Kingy against the Wisconsin Central and another of W. L. Houser against the Chicago, Milwaukee & St. Paul, the Minneapolis & Omaha and the Chicago & Northwestern, the commission conducted an investigation of the whole question of grain rates between Wisconsin stations and Milwaukee.

Rates on grain from the Missouri River to Chicago were restored to 11 cents on August 11, the same rate that was in effect before the cut in July. The 7 and 8 cent rates stimulated traffic abnormally for this time of year and resulted in the movement of a large quantity of grain. Part of this has gone into store at Chicago, but perhaps the larger quantity has gone abroad. The railroads are still wrangling over the differential in favor of the gulf lines on export grain. The differential last year was 4 cents and it is probable that a compromise will be effected by which it will remain at this figure.

The Louisiana law now requires that grain, chop feed, bran, fertilizers, meal, flour and shorts in sacks, barrels or original packages shall have marked on them the true weight of the contents under penalty of \$10 to \$25 fine. Paradoxical as it may appear, the Picayune says that as late as July 28 no dealer could be found that had heard of such a law. In operation, the new law will result in all grain being sacked by the process which gives uniform weight to packages. There is no difficulty in having this done, provided sufficient facilities are provided at the elevators, which do

not now exist. At a meeting of the grain committee of the Board of Trade on July 28, steps were taken to confer with the Illinois Central regarding such facilities.

[From "Freight."]

### GUARDING AGAINST TRANSPORTATION LOSSES.

BY C. A. TUPPER.

The "transportation tax," concerning which so great an outcry has been raised, is generally regarded as excessive—and rightly so; but what few people stop to consider is the fact that a large proportion of this tax is composed of losses, many of which are avoidable. Now, as a prominent railroad official (R. L. Calkins, F. C. A., N. Y. C. & H. R. Ry.) recently said: "It is the small errors and oversights that make up the most of the enormous total of losses." Whose errors? it may be asked. Well, Mr. Calkins was frank enough to attribute them to employees of the railroad companies; but he was speaking, at the time, to a gathering of freight agents. Had he been addressing a meeting of shippers, he might, with equal force and propriety, have called attention to their shortcomings in this respect. Probably he would have been glad of the opportunity.

As Carlyle said, reform, like charity, should begin at home; and shippers would find it well worth while to set their own houses in order when starting on a crusade against the carriers. That this would pay them handsomely, in the aggregate, there can be no doubt.

Now, in what ways can losses be avoided?

(1) By ordering cars, carefully specified as to kind, capacity, etc., as far in advance as possible, so that the railroad company may be given proper opportunity to fill the order satisfactorily; (2) by having freight in a condition to load promptly, thus avoiding demurrage and delay in switching to outbound trains; (3) by weighing the goods into the car over scales that are frequently tested and known to be in good working order; (4) by closely examining the car before and after loading, to insure that it is in good condition (floor, sides and roof), and that the doors are securely fastened; (5) by seeing that the car number and initials, marked capacity and stencil weight are recorded, and that a notation is kept of the weight and exact quality of the goods (with a sample of any commodity which can be sampled); (6) by writing out on the shipping receipt, and having copied on the bill of lading, complete and unequivocal billing, including the car number and initials, brief description of the goods, full name of consignee and exact point of delivery, routing desired (if over more than one line), and the name under which the shipper is doing business—not a popular abbreviation or substitute for it—the terms of the B/L to be fully understood, so that no rights may be unwittingly signed away; (7) by sending one or more tracers after the car, both by wire and mail, if it is not heard from within the average time of transit; (8) by keeping track of any delay in unloading and insisting upon a prompt accounting for the goods; (9) if loss occurs through any fault of the carrier, consignee or final receiver of the property, by fixing the blame and securing proofs or it as completely as possible and putting in a claim promptly.

The greatest aid to shippers in looking after freight is a carefully kept record which contains, in such form that no mistake can be read into it, the information mentioned above. As a rule, this may be very condensed; but all abbreviations should be perfectly plain and not susceptible of more than one interpretation. Some very costly, if ludicrous, mistakes have been made by just this means, owing to the fact that what was perfectly clear to the original writer took on another meaning when viewed by other eyes.

Few people realize the extent of the losses that accrue as a result of the improper ordering of cars. To illustrate: One of the responsible men connected with a company or firm will instruct his clerk to have a car placed for such and such a shipment; the clerk will telephone to the railroad company, and on being asked what capacity of car is desired he will answer, "Oh, about 60,000, I guess." This may prove to be correct, but it is quite as likely that when the car is switched in it will develop that no more than a 40,000-pound car, or a 50,000 at most, is needed for the shipment. The consequence is that the firm must either pay freight on the full minimum weight for a car of 60,000 pounds capacity, or else enlarge the size of the shipment. That the latter is often fraught with evil results is too well known to require extended comment. Again, the ordering of a car is frequently put off until the last thing, and the railroad company, as likely as not, will be unable to furnish one of the proper capacity, so another, and usually larger, car is substituted, with the same results as before mentioned. The bickerings and unpleasant feeling which these occur-

rences engender between shippers and railroad officials, and the costly delays in loading which they often cause, are also worthy of serious consideration. In fact, there is many an "old timer" whose reminiscences on this subject might fill a small library.

The Shipper Should Be Ready.

Demurrage charges at the point of shipment are really without any excuse, for when a shipper orders a car he should be prepared to load it immediately upon its arrival, no matter how uncertain the exact time of its delivery to him may be. The vagaries of the railroad companies in this respect are so well known that they should be discounted in advance. The real losses to shippers, however, from delays come not so much from the payment of a few dollars' demurrage as from failure to "make" the next train out. It is always wise to act on the assumption that this is the only train worth considering at the moment, for frequently it arrives at its destination several days ahead of the one next following. Many a shipper has known the thrill of satisfaction with which he learned of the speedy and fortunate arrival of a car billed out just in the nick of time; while who has not been vexed with the news that some car which he had been slow in getting forward had been caught on a sudden stoppage of traffic and become the center of a rapidly growing blockade?

The importance of accurate loading weights is recognized by any man of sense, and shippers have been so persistently warned to look after the condition of cars before dispatching them that little remains to be said on these points.

Enough attention has not, however, been paid to the matter of keeping a proper record of car numbers and initials, marked capacities and stencil weights. This data will play an important part in any subsequent dispute, either with the consignee or the railroad company, and should be carefully noted. Failure to record car initials is one of the most flagrant instances of neglect, and has frequently made it impossible for tracers to be sent after delayed shipments. There is no guarantee, even, that they will be properly set down in the railroad agent's record, as innumerable shippers have found to their cost.

The value of some authentic evidence as to the quality and condition of goods when shipped is clearly apparent, but, strange to say, many shippers neglect this elementary precaution. Why do they do so?

#### Errors in Billing.

Billing is a subject upon which volumes have been written, but it is by no means exhausted. To a man handling traffic something new and interesting turns up almost every day. The losses caused by incorrect billing are, however, an old, old story; their number is legion. Such errors are sometimes caused by lack of understanding, but far more often through carelessness or haste. Shippers seem to forget that contracted forms which are entirely plain to them may be misunderstood by others, particularly the new freight clerk, who makes out his waybills from their hastily scribbled shipping orders, or by those responsible for the transfer of cars at junction points. Railroad men are being changed about from one division to another all the time, and they cannot be expected to acquire immediate familiarity with all the forms of shortened billing used along the line. Carelessly written shipping orders, when literally copied upon waybills, are often a great puzzle to these men, and inevitably lead them to make many mistakes in routing. The importance to shippers of looking after this matter as they should cannot be too strongly urged.

The utility of tracers is something which has never been given adequate consideration by the great shipping public—fortunately, perhaps, for the railroad companies, who would be obliged to largely augment their clerical force if the possibilities of these little scouts were fully realized. It will be impracticable, however, in an article of this length, to do more than refer to them in passing.

#### "Keeping Tab" on a Car.

Closely allied to tracing for shipments is the practice of following up their terminal record, as above mentioned. This also deserves more comprehensive treatment in a separate article, for shippers generally fail to appreciate the necessity of "keeping tab" upon a car after it has arrived at its destination. This one neglect on their part is, moreover, responsible for an extremely large percentage of the yearly losses for which they receive no reimbursement. It is a subject that should be given careful attention, particularly by the various commercial organizations of the country, through whom shippers are largely compelled to act in the matter of deliveries at terminal markets.

If all of the precautions enumerated above are observed, they will reduce the risk of loss from transportation, and everything connected with it, to the veriest minimum. To the uninitiated they may look like a complicated and cumbersome sys-



tem, but they really involve very little labor, when taken methodically and in turn—far less, in fact, than any haphazard or incomplete manner of caring for shipments.

### NEW METHOD OF WHEAT INSPECTION.

The method proposed by David Anderson of Noblesville, Ind., for reforming the current methods of inspecting milling wheat, with a view to arriving more nearly at the actual value of a parcel of wheat sold for milling purposes, has been more than once referred to in these columns; but the details have not been published where they are likely to meet the eyes of grain dealers. The following article, prepared some months ago by Mr. Anderson for a millers' meeting, will therefore interest dealers in spite of its apparent age:

"My method of marketing wheat would necessarily change the present method of grading and the present inspection of wheat in the general markets; this of course would mean a radical change in the buying and selling of wheat; but I believe a radical change is necessary, if such change would bring better results to the milling fraternity.

"To begin with, I might state that the present method of grading soft red winter wheat is not satisfactory for many reasons, one or two of which I will mention: There is too wide a difference in quality between the highest and the lowest of each grade, that is, a good No. 2 is far superior wheat to a scratch No. 2; there is too much latitude allowed in the mixing of wheat by public and private elevators; because a No. 2 soft red wheat in one market is not necessarily graded the same in other markets; because the inspection in different markets varies according to the quality of the crop.

"If the present method of grading wheat is, therefore, unsatisfactory, in what manner can it be changed so as to give more satisfactory results to all concerned? This would mean a new set of inspection rules and a new method of inspecting wheat. I have my own ideas as to what would constitute the proper method of buying and inspecting wheat, and these ideas I will endeavor to give you as we go along.

"I advocate uniform inspection in all markets; discontinuing the inspection of wheat by grades; inspecting wheat by weight and soundness only; all sound milling wheat deliverable on contracts at its actual value; all certificates of inspection to state the actual amount of clean wheat and the test weight of the clean wheat per bushel, also the amount of screenings and waste matter, and state whether sound or unsound; all wheat bought and sold by its clean test; a known difference in value to be established between each test and this difference to be on a percentage basis; 60-pound clean test to be the basis for all purchases and sales; on wheat delivered showing a higher clean test than 60 pounds the purchaser to pay the difference as established to the seller; on wheat delivered showing a lower clean test than 60 pounds the seller to pay the difference as established to the purchaser; a standard price to be established for screenings; screenings and waste matter not to be considered as part or parcel of delivery on contract; wheat that is not dry but otherwise sound to be certified as slightly damp, damp, or very damp, as the case may be, as well as showing its clean test; a uniform deduction from the sale price to be made on wheat as certified by rule showing dampness, according to the certificates; the difference in value between clean tests to be established on a percentage basis; all wheat is to be invoiced on the basis of 60 pounds clean test; if wheat is delivered of a higher test than 60 pounds the seller will add the established difference, and if delivered below the test he will deduct the established difference.—this means if wheat delivered showing a 61-pound clean test and the difference as established between 60-pound and 61-pound wheat is, say, 5 per cent, the invoice would be made out at the contract price and the 5 per cent difference added to same; if below 60 pounds, and the percentage difference is 5 per cent, this would be deducted from the invoice or contract price; soft red wheat containing over 2 per cent of hard, 2 per cent of white, half of 1 per cent of rye, 1-10 of 1 per cent of cockle, any garlic or any onions, not deliverable on contracts.

"I wish you to bear in mind that in this paper I am at all times referring to soft red winter wheat, as I have not experimented with hard or spring varieties.

"In order to carry out the aforesaid inspection rules, it would be necessary to know the exact value of all clean soft wheat. Is it possible to find this milling value sufficiently close for commercial use? I believe it is, as one or more

mills have been purchasing their wheat as far as possible along these lines for the past season. In order to get this value, however, the wheat must be absolutely free from screenings, etc.; in other words, clean wheat, such as is proper to go over your first break-roll. I know of no machine on the market at the present time that will give the necessary separation; certainly milling separators such as we all use will not bring the desired result.

"Milling separators are necessary, we all admit, but with the separator we need an aspirator; an aspirator constructed somewhat different from those in present use. Such an aspirator has been made and is in constant use, but on a small scale only (of a size to clean samples of wheat), but this machine has demonstrated what can be done, although it is open for improvement. A small machine, however, is all that is necessary to get at the true weight of the clean wheat. If the clean weight of the wheat is known it then becomes a matter of calculation in order to find out its yield value. The actual yield value of all clean soft wheat, according to the test per bushel, has been figured out by actual yields and computation. These figures have been compiled and are known as Anderson's milling chart. This chart has been published in most of the milling journals, and has been at all times free to any miller for the asking, and it might be of help to you if you consider this method of buying wheat superior to your present way of buying. The figures shown in this chart may have to be revised by you, but I think you will find them sufficiently accurate for use by mills grinding soft red wheat.

"Wheat cleaning machinery, in my opinion, has not kept pace with the balance of flour milling machinery, and this is where we are lame or short in the manufacture of our flour. We should give more attention to this particular part of our business, and get this wheat cleaning end of it on a parity with the other machinery.

"Going back to the inspection rules which I have outlined at the beginning, and which, of course, would need revising to suit all markets, the method I put before you of buying wheat, eliminating all guesswork, and buying and selling the wheat on its actual milling value, would be beneficial to the milling interest of the United States in more ways than one.

"The principal ones would be better flour, better purifications, increase of capacity, no corners or inflated prices, because all sound milling wheat could be delivered on contracts. It would necessarily increase the amount of contract to such an extent that no one man or body of men could ever hope to manipulate the markets to any great extent. Wheat would then be regulated by actual supply and demand, and at the same time it would stop improper mixing, as mixing for contract grades would cease, there being no incentive, seeing that any sound milling wheat regardless of its grade would make good delivery, the test weight of the clean wheat establishing its delivery value."

### HOW CORN SHELLS OUT.

Among the papers read at the late annual meeting of the Texas Grain Dealers' Association was one by A. M. Ferguson, secretary of the Texas Corn Growers' Association, who said that the quality and the yield of Texas corn can and should be improved. As grain dealers, the members of the Association have an immediate interest in the quantity and quality of the farmer's crop, particularly in the quality. When we speak of quality in corn as it passes from the farmer to the dealer, we are dealing with ear corn, and the most important feature of its quality is the per cent of grain. Now the per cent of grain is determined by two factors, namely, (1) the variety or kind of corn, and (2) the character of the season or cultivation under which it has been grown. When a "bid" is made on the farmer's load of corn it will make quite a difference whether you are dealing with a variety that yields 88 per cent grain or one that yields, as do some kinds, only 65 per cent grain.

Let us note, said the speaker, what these figures represent in current practice. Ninety per cent grain means 64.8 pounds of grain to 72 pounds of ear corn. The legal standard calls for 80 per cent grain, or 56 pounds of grain to 72 pounds of ear corn; 66 per cent grain means 47.5 pounds of grain per legal bushel of ear corn. In other words, there may be a difference in the shelling record of 12 to 17 pounds of grain in a legal bushel of ear corn. This will represent ordinarily a difference in value of 5 cents to 15 cents on the bushel. Now, it is plain that either the producer or the buyer will fail to "realize" this much on every bushel. However, this matter is so well understood by the grain

dealers that it seems presumptuous to mention it. You know it and act accordingly in your daily dealings.

But, may I ask, does the average farmer, the man whose judgment in selecting seed, determine what quality of corn the country will produce? Or again, is it true that many farmers who raise corn as a money crop fail to recognize that the price placed on their corn is several cents lower than it would be if it would "shell out?" Or still again, does the farmer who raises only enough corn to do him regard the efforts necessary to maintain the quality as "not worth while?" Whatever answer or explanation may be made, all will agree that it is alike to the interest of the grain dealer as well as the farmer that the quality of Texas corn be improved.

Let me quote here a letter from Col. Harry Landa of New Braunfels, whose experience and judgment are alike valuable to both farmer and dealer. He expresses the matter so well that I quote at length. Col. Landa is working under practical commercial conditions. He says:

"Operating as we do a power sheller, we have had opportunities in the past few years of testing corn from various parts of the state and in no instance has 72 pounds of ordinary field run corn, such as the farmers gather and deliver indiscriminately, shelled out over 49 to 50 pounds. In fact, in buying corn we were compelled to base our figures on the above outturn. The first year I operated the sheller I figured on getting 56 pounds, and when the season was over we had lost nearly \$4,000. It is true that by careful selection 72 pounds of large ears, well slip-shucked and carefully shelled by hand, so that not a grain is lost, will hold out, but we cannot figure that way when large quantities are run through a power sheller with a capacity of, say, 15,000 bushels a day, even though the work is done reasonably well.

"A careful selection of seed corn of a quality that will yield a large amount of corn and a small proportion of cob and shuck would very materially help the business and would naturally result in better prices being paid. Too much careful attention cannot be paid to the selection of good seed, though this, in the eyes of many farmers, is discouraged on account of the good price they must pay for good seed. However, it is money well spent, and they should not be so particular in counting the first cost."

Colonel Landa has suggested the proper remedy, and I want to say here as a member of the Texas Corn Growers' Association that I hope your Association will aid us in furthering a campaign for better corn in Texas. It will benefit you as well as the farmers with whom you deal.

## OUR CALLERS

[We have received calls from the following gentlemen prominently connected with the grain and elevator interests during the month.]

Theo. Kipp., Peoria, Ill.

A. W. Hulson, Keokuk, Iowa.

C. Crawford, Green Bay, Wis.

A. H. Munson, of Munson Bros. Co., Utica, N. Y.

Geo. D. Vogelsong, of Iola Mill & Elevator Co., Iola, Kan.

J. W. Kurtz, of Toledo Grain & Milling Co., Toledo, Ohio.

Charles J. Buchele, of C. J. Buchele & Co., La-Fayette, Ind.

James L. Brainerd, of Brainerd & Wiggins, Springfield, Ill.

W. B. Hoover, Pittsburg, Pa., representing Barnard & Leas Mfg. Co., Moline, Ill.

J. E. Gambrill, Green Camp, Ohio, representing Sprout, Waldron & Co., Muncy, Pa.

H. E. Still, assistant general freight agent of the Northern Pacific, says the reports of a probable car shortage this fall are well founded, and there is every reason to believe that the shortage will be the greatest ever experienced in the Northwest. He bases his opinion on the general volume of railroad traffic, coupled with the prospects of a very heavy grain crop.

Professor Elliott of the Wisconsin Agricultural College in an address to the farmers at La Crosse recently, relative to bulking grain, advised farmers strongly to get away from the sack method, but cautioned the growers to go carefully and not to attempt the change in one year. He suggested that each farmer bulk up to 1,000 bushels this season and to compare results with grain sacked.



## FIRES--CASUALTIES

The blowhouse of the Miller Elevator Co. at Caro, Mich., was badly damaged by fire July 20.

The elevator of the Farmers' Grain Co., at Markle, Ind., was recently damaged by fire.

The grain warehouse of Harvey Christmas at Linfield, Pa., was burned on July 6, at a loss of \$1,500.

The Grain elevator at Beaver City, Ind., was struck by lightning July 26, and totally destroyed by fire.

The Western Elevator at Dodge Center, Minn., was destroyed by fire July 15. The loss was less than \$500.

A fire in Brewer, Me., July 27, destroyed a warehouse containing \$5,000 worth of grain owned by the A. R. Hopkins Co., of Bangor.

The farmers' elevator at Rathwell, Man., was destroyed by fire of unknown origin on July 31. The plant had not been in operation for two weeks.

Fire, coming for the second time in two weeks, completely destroyed the elevator of Tierney & Schaefer of St. Paul, Minn., on the afternoon of August 6.

Lightning destroyed the grain and feed warehouse of J. J. Weh at Lancaster, Pa., July 7, causing a loss of \$5,000 on which there was \$4,000 insurance.

The elevator at Morriston, Okla., owned by Ed Coyle, was burned July 12 with about 1,000 bushels of wheat. The loss of \$7,000 is covered by insurance.

R. S. Witter's elevator at Dawson, Iowa, purchased only recently from L. R. Brown, was destroyed by fire on July 25, with a loss of \$2,500, with but \$1,000 insurance.

Lightning struck the Skewis-Moen elevator at Spencer, Iowa, July 26, and badly tore open the outside wall. Prompt efforts of the fire department prevented a fire.

At Bemidji, Minn., fire supposed to have been set accidentally by tramps, on July 25, destroyed the two warehouses owned by Major Bros. and George Markham. The loss was about \$4,000.

The weight of 3,000 bushels of wheat on the walls of the new three-story brick elevator building of the Grain and Milling Co. of Mt. Victory, Ohio, was too great and one side gave away July 28.

A fire supposed to have been caused by an overheated journal destroyed the Ortonville Elevator & Milling Co.'s plant at Ortonville, Minn., July 16, causing a loss of \$25,000, with an insurance of \$8,000.

A fire at Pakenham, Ont., the morning of July 26, destroyed the Dowd Milling Co.'s elevator, with a loss of about \$80,000. A large quantity of wheat was destroyed. There were no facilities for fighting the fire.

Fire destroyed the elevator at Lyndon, Kan., on the morning of August 3, and consumed about 1,000 bushels of grain and feed. The loss will approximate \$6,000. It is believed the fire was of incendiary origin.

Large shipments of grain on the Welland Canal have been delayed in reaching the ocean steamers at Montreal because of an accident to Locks 15 and 16 caused by a collision of the steamer Nipigon, July 21.

Four carloads of grain were consumed in the fire which destroyed the elevator belonging to the Anchor Grain Co., at Coleridge, Neb., on July 13. It is believed the fire started from a hot journal. The loss was about \$5,000.

Fire believed to be of incendiary origin destroyed an elevator owned by Jacob Bremmer at Muscoda, Wis., on July 9, and many bushels of grain was consumed. The loss outside of insurance is estimated at \$3,600.

Lightning was responsible for the destruction of the Empire Elevator at Bath, S. D., on July 28, when several thousand bushels of oats, 7,000 bushels of wheat and 1,000 bushels of flax were burned. The estimated loss is \$8,000.

Hueffner's Elevator at Fountain City, Wis., was destroyed July 22, in a fire which consumed nearly a block of buildings. The loss was \$1,500, covered by insurance. About 250 bushels of barley and 300 bushels of oats were consumed.

The 40,000-bushel elevator at Eureka, S. D., belonging to Poehler & Co., of Minneapolis, but rented by the late J. W. Guhin previous to his death and since that time occupied by the Guhin

heirs, was struck by lightning on August 1 and burned to the ground. The loss on the building was about \$7,000 and as there was no stock the Guhins lost but little on the fixtures.

While turning a windlass connected with a dump at his elevator, Walter Trumpler of Tiffin, Ohio, suffered serious injuries when he lost control of the handle, which flew back and badly lacerated his upper lip and knocked out five teeth.

Fire destroyed the grain elevators at Fairview, S. D., owned by the Alliance Grain Co., and the Terwilliger & Dwight Grain Co., at a loss of \$3,500 and \$2,500 respectively. The origin is unknown. It is announced the latter company will rebuild at once.

An elevator erected in 1858 by Edward Hoxie and Sed Hupp and which has been continuously in service since, was destroyed by fire at Somonauk, Ill., on July 6. Patten Bros., who have been using the plant, suspect tramps of having started the fire.

The grain elevator at Curtisville, Ind., built a year ago by George C. Wood, of Windfall, was struck by lightning and burned on July 23, together with the contents. The loss will amount to more than \$10,000, and is only partially covered by insurance.

Fire originating from the explosion of a gasoline engine on July 16 destroyed the elevator at Tipton, Mo., owned by W. G. Finley. The loss on building and contents was estimated at \$10,000, on which there was no insurance. The engineer was seriously burned.

The old Counselman Grain Co.'s elevator at Valley Junction, Iowa, was burned down on the afternoon of August 1, at a loss of several thousand dollars. It was owned by the Mott Estate of Des Moines and became ignited by a spark from a passing locomotive.

H. F. Austin's elevator at Denton, Neb., was struck with lightning, which tore off a bundle of shingles and the ridgepole, on July 28. Mr. Austin was at his home when the bolt struck the elevator, and was in the act of putting down a window and received a slight shock.

On the night of August 1 the Bowersville Elevator at Jamestown, Ohio, owned by the Miami Grain Co., was burned down, the fire supposedly being caused by an overheated box. About 5,000 bushels of wheat and 4,000 bushels of corn, besides a carload of oats were consumed, causing a loss of \$9,000, covered by insurance.

Lightning struck the top of the cupola of the Minnesota and Western Grain Co.'s elevator at Willmar, Minn., on July 31, and followed the electric light wires to the bottom of the building, where it struck an oil box on a shafting and set it on fire. Quick action on the part of the employees prevented the blaze from spreading.

The Heffner Grain Co.'s elevator and warehouse at Circleville, Ohio, a two-story brick building, with metal roof, have been burned with all the machinery and contents, including 6,000 bushels of wheat and 2,000 bushels of corn. The insurance on the building and machinery was for \$8,000 in the Millers' Mutual. The grain was insured for \$2,000.

At the grain mill at South Paris, Me., recently, a bin containing several hundred bushels of corn on the second floor caved in. Directly underneath on the first floor was a large number of barrels of flour and sacks of bran, and this added to the weight of the corn, caused that section of the first floor to give away, and the whole was dumped into the cellar.

Henry Lacharite, of the firm of Lacharite & Jacobs, grain dealers of Assumption, Ill., fell forty feet into a bin at his elevator July 28, dislocating both wrists and sustaining otherwise serious injuries. He was climbing up a ladder into the upper part of the building and had reached the last rung of the ladder and grasped it, when the board gave way and precipitated him to the bottom.

While loading a car of wheat at Saluda, Ill., the elevator belonging to George S. Dole gave way under the strain, the west side bursting out and 4,000 bushels of wheat buried the car and the tracks completely. Harry Smith, James Monks and James O'Hara narrowly escaped being caught in the crash. The latter was slightly injured by a fall of several feet. Little of the grain was lost, but the damage to the elevator amounts to several hundred dollars.

Hamiter & Busbey of Shreveport, La., recently suffered the loss of their elevator by fire, believed to have been started by some person who entered it while the watchman's back was turned and saturated a pile of hay with oil, which he lighted. The building was well stocked with supplies, all of which were consumed by the flames. Between \$28,000 and \$30,000 is the estimated loss, with \$20,000 insurance, \$14,000 on the stock and \$6,000 on

building and fixtures, including a grist mill, recently added.

Fire of unknown origin destroyed H. P. Jensen's elevator at Dysart, Iowa, on the night of July 20. The plant had a capacity of 25,000 bushels and the loss approximated \$8,000, with \$4,500 insurance. The elevator will be rebuilt.

A fire, believed to have been due to incendiarism, destroyed the elevator of the Crabbs-Reynolds-Taylor Co., at LaFayette, Ind., on July 28, causing a loss of \$6,000, on which there was \$3,400 insurance. In the hay barn at the south of the elevator, which also burned, was stored a considerable quantity of hay, and in the elevator, machinery valued at \$1,000 and many tons of baled hay and straw were destroyed.

## OBITUARY

Fred Sohler, a grain dealer of St. Jacob, Ill., is dead.

A. F. Freese, of the Graytown Elevator Co. of Graytown, Ohio, is dead.

George A. Lambrecht, sixty-three years old, of the firm of William Haskell & Co., New York City, died suddenly on July 15, at the Wa Wa Yanda Fishing Club, Fire Island Inlet. He had been in poor health for a year, suffering from an affection of the heart. The deceased was a member of the Bushwick Democratic Club, Arion Club and Trinity Masonic Lodge. He was at one time chief clerk under County Clerk John Carroll. A widow, two sons and a daughter, survive him.

Frank H. Gieselman, a member of the Merchants' Exchange of St. Louis, and secretary of the Chris Sharp Commission Co. for about seventeen years, died of pneumonia July 25, after an illness of but a few days. Mr. Gieselman was 43 years of age and was born and reared in St. Louis. He was married about seventeen years ago to Miss Augusta Echterkamp, who, with two daughters, Estelle, aged 16, and Mildred, 11, survive him. The aged mother and two sisters, Mrs. Carrie Chaplain and Mrs. Minnie Frederick, and two brothers, Herman and Henry Gieselman, all of St. Louis, also mourn his death.

## ALCOHOL AS FUEL.

An investigation into the possibilities of alcohol as a fuel in small gas engines is about to be begun by Professor Charles E. Lucke of Columbia University for the United States Department of Agriculture, in the laboratories of Columbia.

At the last session of Congress the internal revenue tax was removed from denatured alcohol, to permit of its use for industrial purposes, and this law goes into effect January 1, 1907. As a result it is expected that very large quantities of alcohol will be used as fuel for small engines, in automobiles and motor boats, and for stationary work. It is expected that this will increase the products of the farm, nearly all of which can be utilized for alcohol manufacture.

Professor Lucke will collect the results of the experiments conducted on the use of alcohol in engines, which have been carried out both here and abroad, and will expand the information by further experiments. All of this data, together with a complete bibliography of the subject, will be issued by the Department of Agriculture in the form of a bulletin for free distribution in January next.

## A TRUST BUSTER.

Dr. Overton, who operates a general store at Beaumont, Texas, has filed with the state's attorney a complaint against all the local feed dealers, claiming that they have combined and constitute a trust.

He says the grain and hay dealers of Beaumont refuse to sell him a ton or several tons of hay or grain at wholesale rates, under an agreement among themselves which is in violation of the anti-trust laws of Texas, which gives to any citizen or merchant the right to purchase at wholesale rates from any wholesale house upon proffer and tender of the money.

Wheat growers in Whitman County, Washington, are said to be working up a pool to hold their wheat until the market advances to 70 cents a bushel. On July 28, when the movement was launched, buyers were offering only 59 cents for bluestem, 6 cents below last year's opening, while sacks are 4 cents higher and thrashing charges 1 cent a bushel higher than at the same time last year. Colfax is the center of the pool agitation.



## LATE PATENTS

Issued on July 10, 1906.

Process of Conditioning Grain.—Harry J. Caldwell and James R. Barr, Earl Park, Ind. Filed November 10, 1902. No. 825,378. See cut.

Grain Grader.—Nathaniel L. Hill, Rochester Mills, Pa. Filed July 25, 1905. No. 825,390. See cut.

Grain Drier.—John Nash, Dayton, Wash., assignor of one-half to All Ricardo, Dayton, Wash. Filed October 21, 1905. No. 825,407.

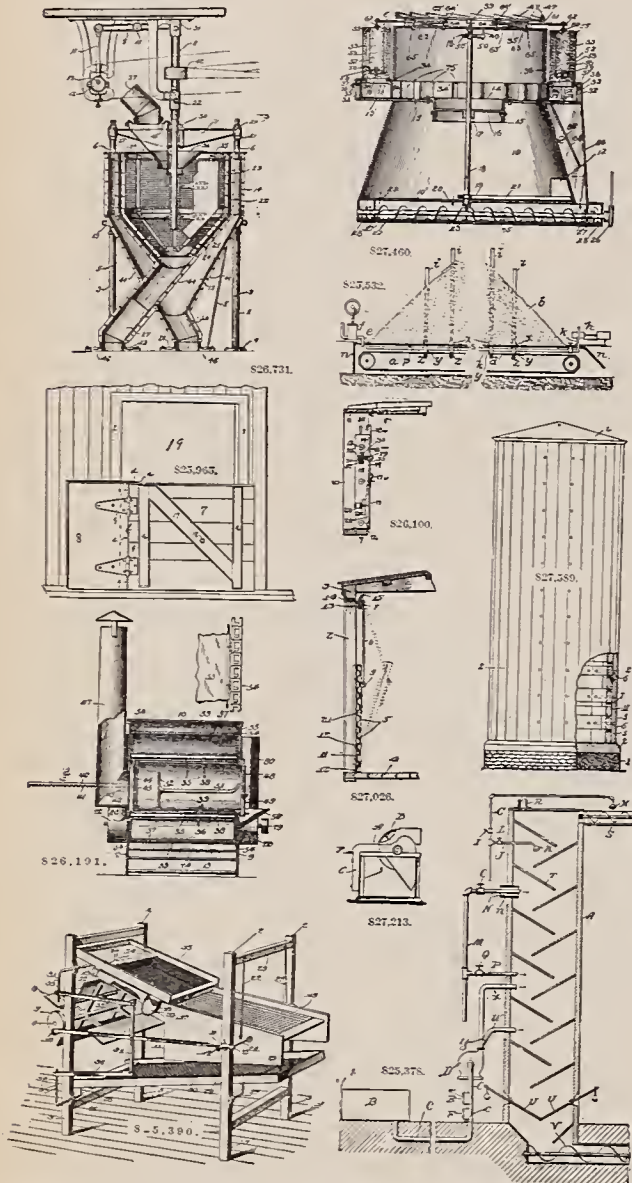
Conveying System.—Rutger B. Green, Detroit, Mich. Filed April 6, 1906. No. 825,532. See cut.

Issued on July 17, 1906.

Grain Door for Railway Cars.—Jules Greevy, Omaha, Neb. Filed August 20, 1905. No. 825,965. See cut.

Conveyor.—Josiah B. Scovell, Duluth, Minn., assignor to Naomi E. Scovell, Duluth, Minn. Filed April 19, 1904. No. 826,066.

Grain Door.—John W. Hawn, Kansas City, Mo.,



assignor of one-half to Samuel J. Peterson and one-fourth to David Taylor, Kansas City, Mo. Filed May 20, 1905. No. 826,100. See cut.

Apparatus for Separating Seeds.—Edson Potter, Greensburg, Ind. Filed September 29, 1904. No. 826,191. See cut.

Issued on July 24, 1906.

Separator.—Frederick Meyer, Chicago, Ill. Filed April 18, 1902. No. 826,731.

Grain Car Door.—Charles H. Luthman, Hammond, Ind. Filed January 16, 1905. No. 827,026. See cut.

Issued on July 31, 1906.

Grain Cleaning Machinery.—Frank W. Comstock, Los Angeles, Cal. Filed May 16, 1905. No. 827,213. See cut.

Combined Dust Separator and Collector.—Orville M. Morse, Jackson, Mich. Filed August 10, 1905. No. 827,460. See cut.

Storage Bin.—George H. Warren and Samuel Fontaine, Minneapolis, Minn. Filed September 14, 1904. No. 827,589. See cut.

A house built of hay, the first of its kind in the world, has been completed at St. Joseph, Mo., by Henry Kimmet. The house is covered outside and unished inside by hay plaster boards nailed to a light frame of lumber. Even the roof is made out of the same material, and the house

as a whole looks like a big box covered with cement. Hay or straw and gypsum is the simple material out of which the plaster boards are made. The boards are four feet long, two feet wide and five-eighths of an inch thick. These are nailed on like any common plank, and another thin preparation of gypsum is put over the boards to take out the joints and even up the smooth places. This invention, simple as it seems, is the result of seven years of work and experimenting on the part of the builder.

## SEEDS

Following is a statement of clover exports from United States during the crop years named, in bags:

July 1, 1906	20,000
July 1, 1905	72,000
July 1, 1904	45,000
July 1, 1903	104,000
July 1, 1902	46,000
July 1, 1901	83,000
July 1, 1900	214,000
July 1, 1899	133,000
July 1, 1898	207,000
July 1, 1897	87,000
July 1, 1896	37,000
July 1, 1895	152,000
July 1, 1894	303,000

Clover seed is an international game, say King & Co., Toledo. Watch Europe, Canada and Chili, as well as the United States. The United States imported 104,000 bags, mostly from Canada. This was the largest ever known. Early in the season 20,000 bags, including alsike, were exported; in previous seasons 72,000 went abroad. The largest exports were 303,000 bags, from the 1893 crop. The production of the world has increased since. There is a little undesirable foreign seed left on our shores; shun it as you would the smallpox. Stocks of old seed are trifle larger than a year ago, when they were almost entirely exhausted. The price continues to fluctuate with the speculative demand and it will until the crop can be better determined. European crop matures later than ours.

C. A. Lamson and A. L. Jordan, living near Sumas, Wash., were recently taken before United States Court Commissioner Williams at Bellingham, charged with smuggling hay into the United States from Canada. Both admitted the offense and they were held on a \$500 bond each to answer to the federal court at Seattle.

### AN OPPORTUNITY TO SECURE A MILLING PLANT.

At a point on the Northwestern Line near the Minnesota-South Dakota boundary, is a mill having a capacity of 125 barrels of flour per day, having sifter system, Corliss engine and elevator with capacity for 12,000 bushels. Particulars as to this can be obtained by addressing the Industrial Department, C. & N. W. Ry., Chicago.

## For Sale

[Copy for notices under this head should reach us by the 15th of the month to insure insertion in the issue for that month.]

### FEED BAGS.

Sewing twine, etc., for sale. Bottom prices. WILLIAM ROSS & CO., 57 S. Water St., Chicago.

### ALFALFA HAY AND SEED.

We make a specialty of shipping alfalfa hay and alfalfa seed.

THE LAS ANIMAS WAREHOUSE, Las Animas, Colo.

### MONEY IN YOUR POCKET.

If you want to change that second-hand machine into money advertise it in this department. Or if you have a grain elevator to sell or rent, or wish to buy, make your wants known through these columns.

## ELEVATORS AND MILLS

### FOR SALE.

Several good elevators, well located. Want to list others, either for sale or exchange.

J. H. EVERSOLE, Champaign, Ill.

### FOR SALE, RENT OR EXCHANGE.

Good mill and elevator located in fine wheat country. Favorable terms. Address

F. S. R., Box 1, care "American Elevator and Grain Trade," Chicago, Ill.

### MINNESOTA ELEVATORS FOR SALE.

Three desirable elevators situated on the same road in central Minnesota. Address

MINNESOTA, Box 7, care "American Elevator and Grain Trade," Chicago, Ill.

### FOR SALE.

Good line of country elevators, located in Illinois and Iowa, for sale by owners at attractive prices. Address

A. E. PHILLIPS, 218 La Salle St., Chicago, Ill.

### FOR SALE.

Old established grain, coal and lumber business, with elevator and accessory buildings, for sale. Stock includes grain, coal, lumber, tile, lime, etc. Good reasons for selling. Twenty-six miles from Chicago on C. & N. W. Railway. Address

H. F. BATTERMAN & CO., owners, Palatine, Ill.

### ELEVATORS FOR SALE.

In Minnesota, North Dakota and Iowa. On my list at present is a line which includes a good cleaning house. Coal is sold at each station and the property is earning a good income. For information concerning any of these houses address

H. A. WERNLI, 713 Chamber of Commerce, Minneapolis, Minn.

### FOR SALE.

New cribbed elevator, 14,000 bushels' capacity; good coal sheds for 250 tons; corn crib for 20,000 bushels; with an acre of deeded land in good town in southern Nebraska, at \$6,500 if taken quick. For full particulars address

R. E. S., Box 8, care "American Elevator and Grain Trade," Chicago, Ill.

### FOR SALE.

Well equipped elevator located at Conway Springs, Sumner Co. Suitable for handling both local and transit business. Power scoops, car lot hopper scales, cleaners, etc.; 75 horsepower steam plant; first-class condition. Some cash, balance payments and long time to suit. One of best wheat counties in Kansas; some corn and oats also. Address

H. L. STRONG GRAIN CO., Kansas City, Mo.

### FOR SALE.

A one-half interest in a first-class, well-managed line of grain elevators in northwestern Iowa. It will take approximately \$40,000 to handle this proposition. No sale will be made unless the buyer is perfectly acceptable to the present management. Reasons for selling, desire to enlarge my interests in the lumber industry in the West. Address

A. J. WILSON, care Fidelity Lumber Co., Spokane, Wash.

### \$5,000 TO \$10,000.

Furnished by different partners, to take hold of my mill and grain business. Should be practical millers, flour and grain men. Mill 200 barrels' capacity, up to date and newly equipped; running steadily. Fine wheat, fine country, being one of the garden spots of Illinois. Good people, largely German. Want right kind of men to consider this chance. Am a miller myself, besides a banker, and will give every possible aid to bring the right people together. Address

H. H. EMMINGA, Golden, Ill.



**ELEVATORS FOR SALE.**

By order of the United States District Court, in and for the Eastern Division of the Northern District of Illinois, at Chicago, Illinois, entered on August 13th, 1906, in the matter of GEORGE S. McREYNOLDS, BANKRUPT, each of the following properties belonging to said estate will be sold to the highest bidder:

**ELEVATOR "A," CHICAGO.**

All the shares of stock of the McReynolds Elevator Company, an Illinois Corporation, being 1,800 shares of the par value of \$100 each; capacity 1,500,000 bushels; located at Calumet River in South Chicago, subject to a bonded indebtedness of \$125,000.

**ELEVATOR "B," CHICAGO.**

Capacity 1,000,000 bushels, situated at the corner of Wood and Rebecca Streets, Chicago, Illinois; no encumbrances.

**ELEVATOR "C," EAST ST. LOUIS.**

All the shares of stock of the Southern Elevator Company, an Illinois Corporation, being 250 shares of the par value of \$100 each. The Southern Elevator Company owns the leasehold of Elevator "C," situated at East St. Louis, Illinois; capacity 1,000,000 bushels. The lease provides for annual rental of \$13,000, and expires November, 1911. The Southern Elevator Company is a public warehouse under the laws of Illinois.

Sealed bids for all or any of said properties must be filed with the Chicago Title & Trust Company Trustee, 100 Washington Street, Chicago, Illinois, on or before 9 o'clock A. M., September 17th, 1906, and will be presented in open court at 10 o'clock of said day to SIDNEY C. EASTMAN, Esquire, Referee in Bankruptcy, at his office, 905 Monadnock Building, Chicago, Illinois, for action.

A deposit of 10 per cent of the amount of the bid must accompany the bid.

For further particulars apply to

CHICAGO TITLE & TRUST COMPANY,  
Trustee,

100 Washington Street, Chicago.

ROSENTHAL, KURZ & HIRSCHL,

Attorneys,

122 Monroe Street Chicago.

RINGER, WILHARTZ & LOUER,

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My elevators at Green Valley and Ruthton on the Great Northern Railway in Southwestern Minnesota. Address

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I have a quantity of second-hand elevator material, consisting of pulleys, belting, cups and a Sterling Loader, for sale cheap. For particulars, Address

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One 60-horsepower slide-valve engine, with automatic cut-off governor. This machine is in fine condition. For price and particulars write to

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Gasoline engines; one 54-horse Fairbanks-Morse; one 28, one 16, one 12, 2, 8 and 25 horsepower Sterling Charter. All sizes and prices in small sizes.

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One Houston Stanwood-Gamble engine, 14x20, 60 horsepower.

One boiler, 120 horsepower, 74-4-inch flues.

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One boiler feed heater.

One smokestack.

One fire front, grate bars.

Pipe connections.

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[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

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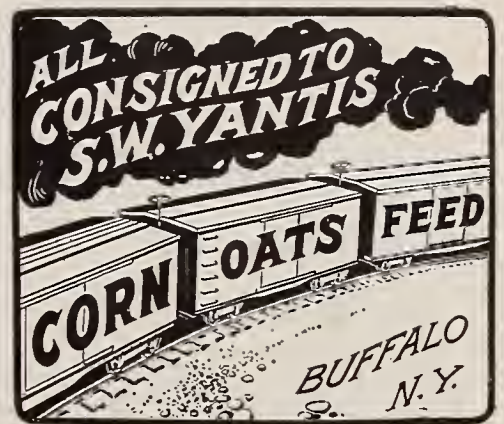
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Storage capacity 8,000 bales, 30,000 bushels.  
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In particular there is an advantage in our

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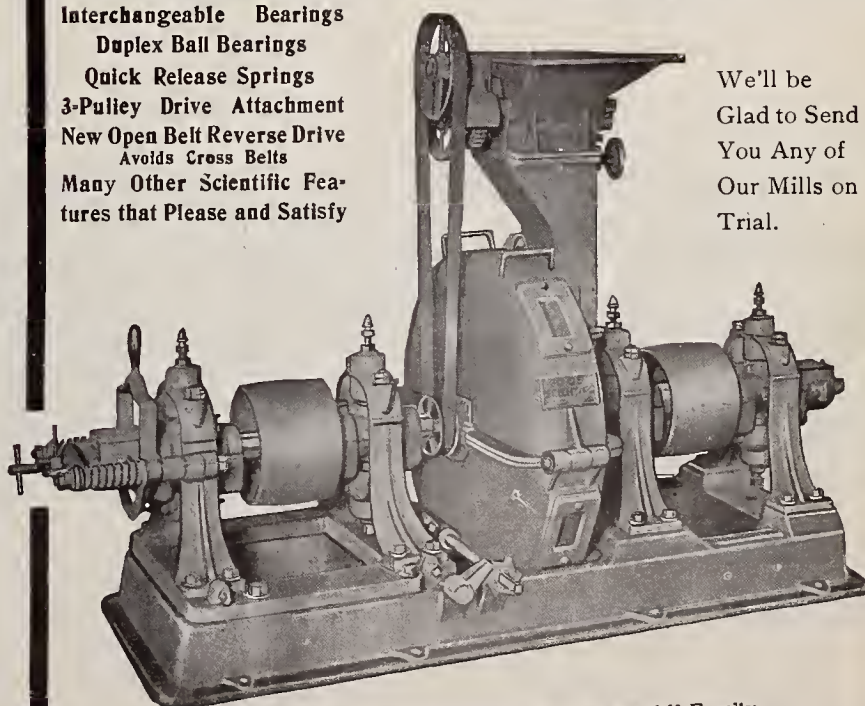
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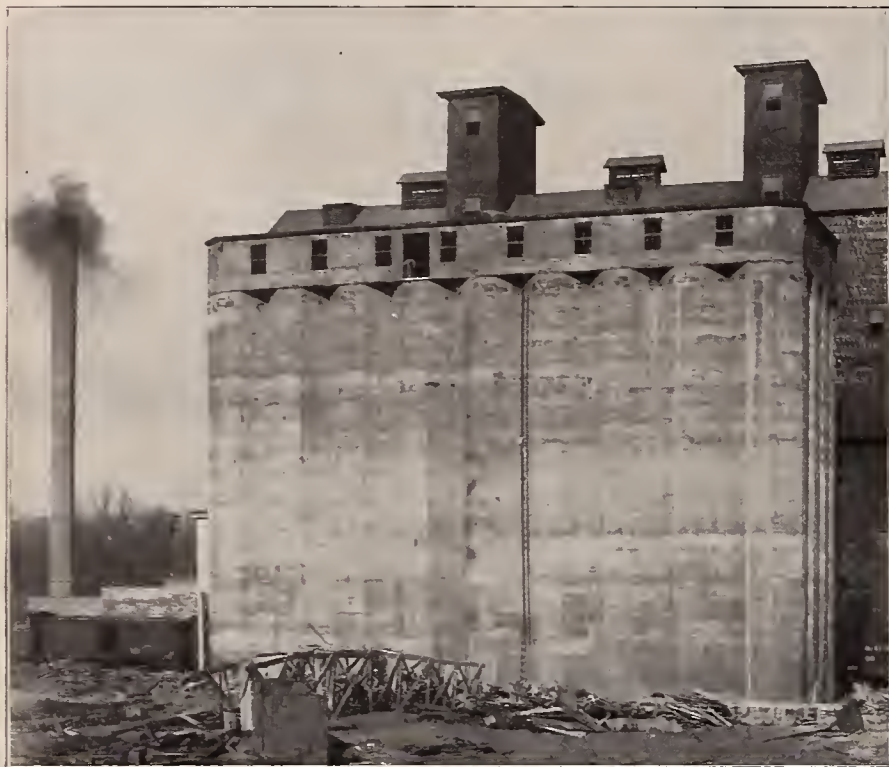
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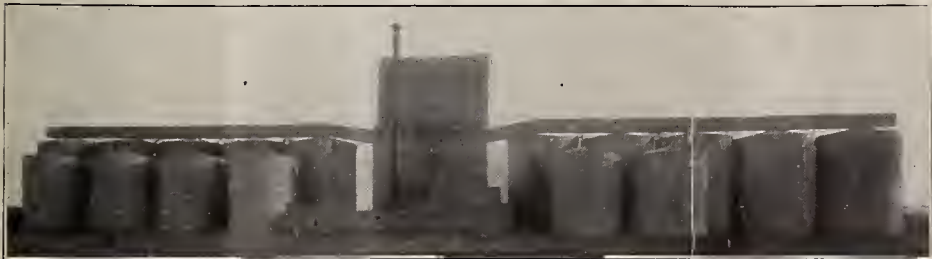
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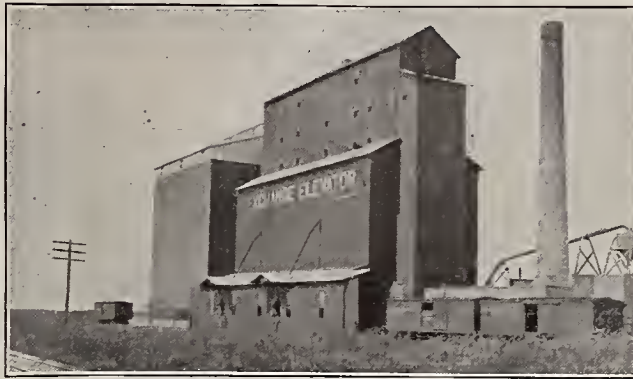
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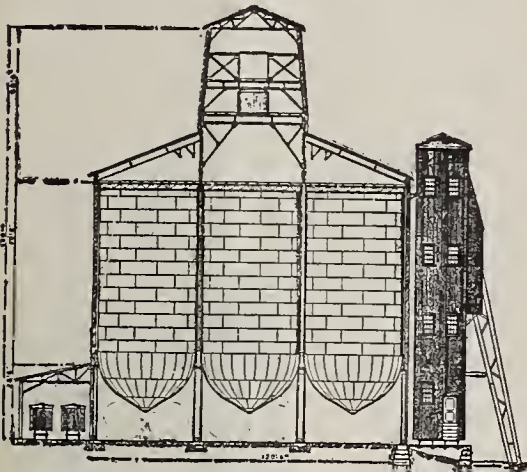
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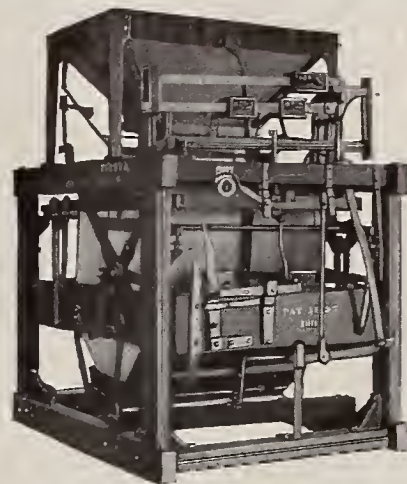
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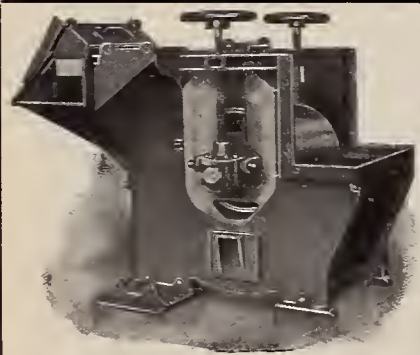
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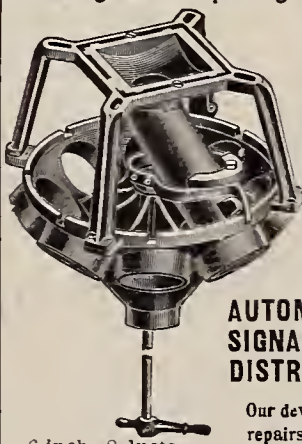
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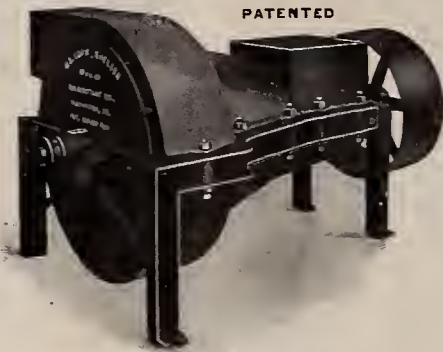
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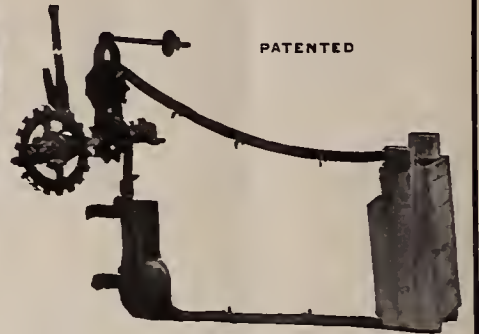


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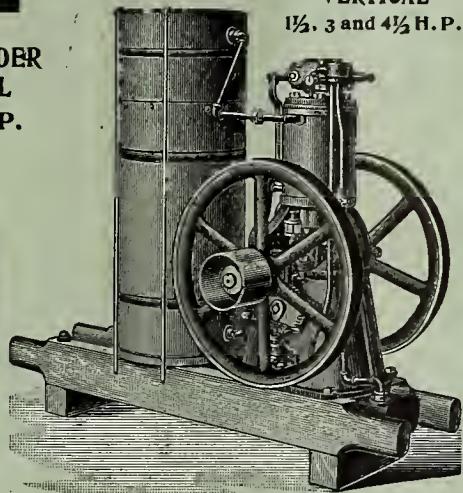
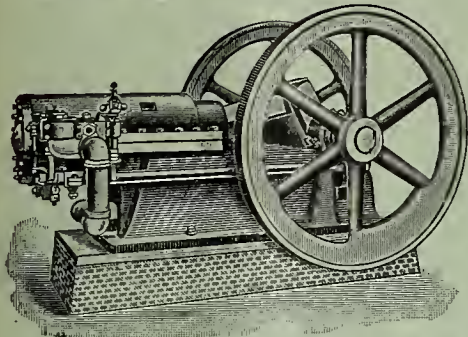


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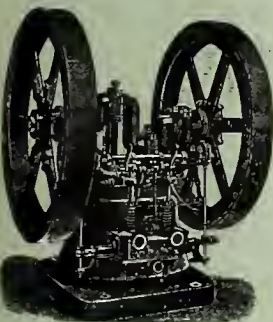
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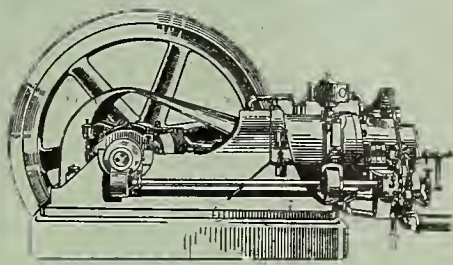
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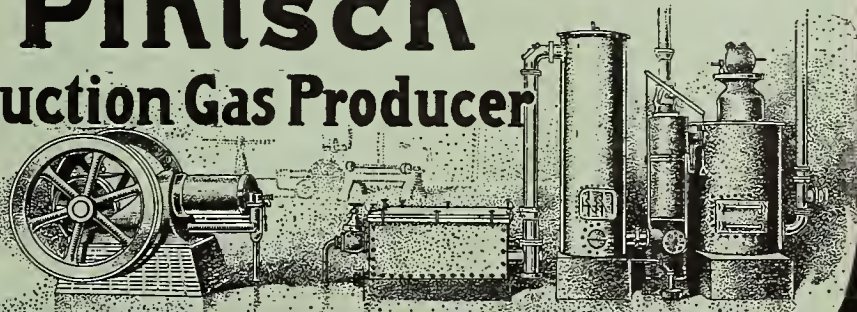


# OLDS Engines

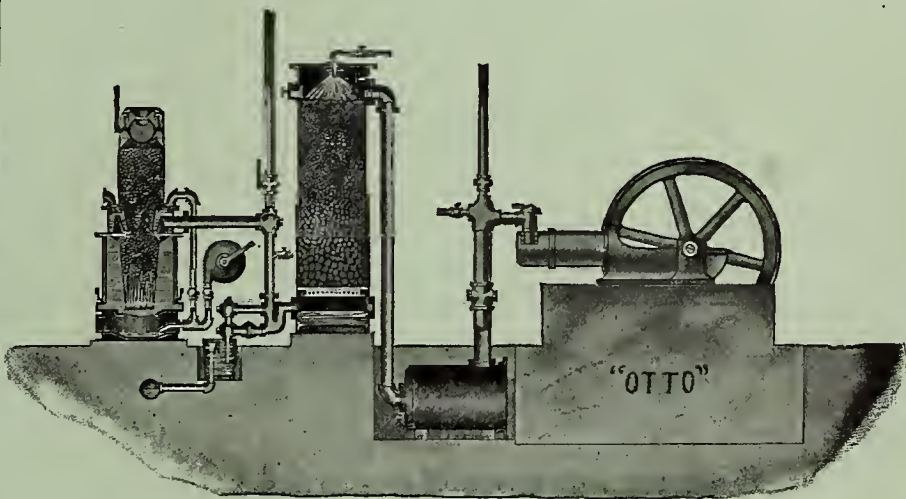
OLDS Gas Engines and Pintsch Suction Gas Producers are built in the same plant—the engines are simple, economical and reliable (2 to 1,600 h. p.—producers 2 to 2,000 h. p.) and save 50 to 75 per cent of your fuel cost. We know each complete plant (producer and engine) will run right before it leaves the factory, perfectly adapted to the coals you will use. Operating costs are 1-3 to 1-5 of steam, ½ of gasoline. Especially adapted for grain elevators. Three-fourths-inch shells where others use one-eighth inch; every elbow, cross or tee fitted with cleaning holes; double closing changing hopper; special shaking grates that remove clinker troubles.

OLDS GAS POWER CO., 952 CHESTNUT ST., LANSING, MICHIGAN  
Formerly Olds Gasoline Engine Works

## Pintsch Suction Gas Producer



## Every Miller Is Interested In This



CHARLES MIX COUNTY MILLING CO.  
Flour, Feed, Millstuffs and Grain

Otto Gas Engine Works, Philadelphia, Pa.

PLATTE, SO. DAKOTA  
Jan. 20, 1906

Gentlemen:

We have been using one of your No. 4 gas producers and a No. 11 gas engine for the past six months running our 80-barrel flour mill and our elevator in connection with the mill. We run 12 hours every day and use about 600 pounds of anthracite pea coal for the 12-hour run. The engine and producer work easy and with very little attention. It is the cheapest running power plant we know of. We can start our feed mill any time when we are running flour mill at full capacity and grind from 15 to 20 bushels of feed per hour, and the engine takes the extra load without any perceptible difference in the work of mill or engine. We are well pleased with the power plant.

Yours very truly,

Charles Mix Co. Milling Co.

The words reliability, economy and satisfaction mean something when applied to "OTTO" engines and producers.

THE OTTO GAS ENGINE WORKS.  
PHILADELPHIA, PA.

## 4 GOOD POINTERS ON THE Willford Three-Roller Feed Mill.

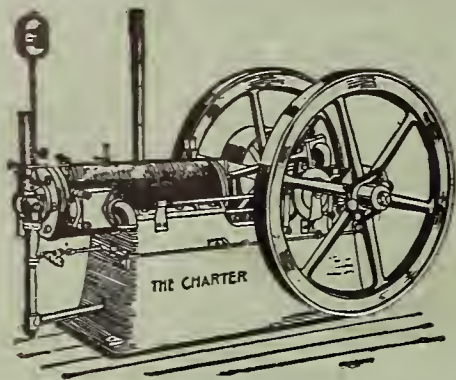
- (1) It is Easy to Handle.
- (2) It is Strong and Durable, but Simple.
- (3) It will Grind the Most Feed with the Least Power.
- (4) It can Always be Relied Upon.

Write for Circulars and Prices.

WILLFORD MANUFACTURING CO.,  
303 3d St. South, MINNEAPOLIS, MINN.



## The Reliable CHARTER



Stationaries  
Portables  
Pumping Outfits  
Hoisters  
Sawing Outfits  
Boat Attachments  
Dynamo Outfits

IN GRAIN ELEVATOR 15 YEARS

Charter Gas Engine Co.,  
Sterling, Ill.

Worthing, S. Dak., May 7, 1906.

Gentlemen:—

Please ship us ———. We did not make the changes that we had intended to a few years ago. The old "Charter" works as good as ever for us, as we have been using it all those years.

Yours truly,

J. MADDEN & SON.

Send for Catalogue

State Your Power Needs

**CHARTER GAS ENGINE CO.**

400 LOCUST STREET,

STERLING, ILL.

## YOU'LL BE ARRESTED

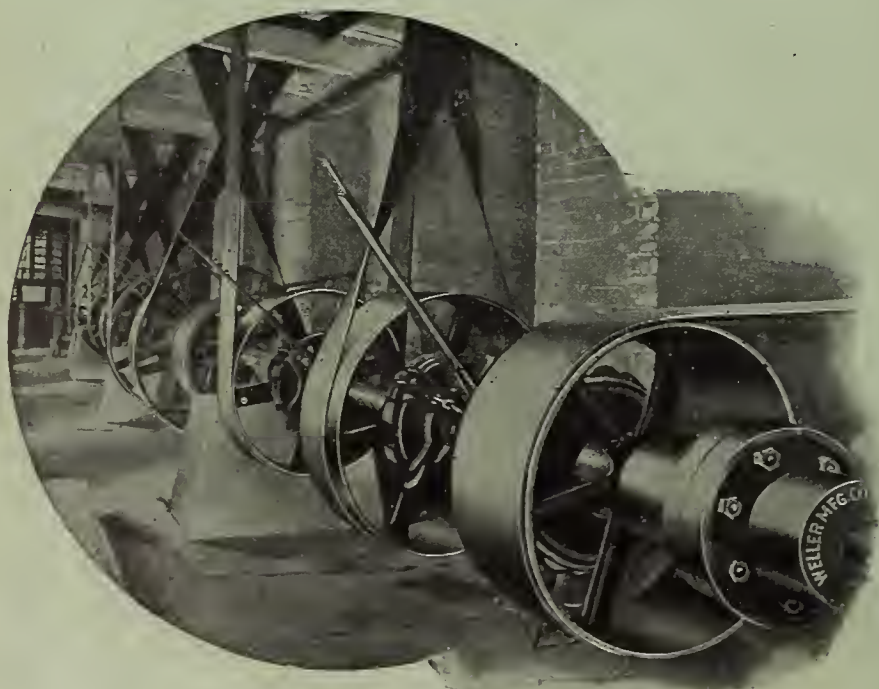
For maintaining a nuisance unless you **ARREST** the dust at your elevator.

My collector is at your service. Write for particulars.

H. L. DAY, 1122-1126 Yale Place, Minneapolis, Minn.

## Weller Improved Friction Clutches

Thousands of Them in Use Throughout the Country



A line of Weller Improved Friction Clutches installed in the Government mint at New Orleans.

**MODERN GRAIN ELEVATOR MACHINERY**

SEND FOR NO. 18-C CATALOG

**WELLER MFG. CO., CHICAGO, ILL.**

St. Louis Office: Fullerton Building

## OVER TWO MILES

of our Belt Conveyors were installed in the Yazoo & Miss. Valley Ry. Co.'s Elevators "D" and "E," recently rebuilt at New Orleans,



capacity 3,500,000 bushels. The complete equipment of ELEVATING, CONVEYING and POWER TRANSMITTING MACHINERY for this Mammoth Elevator Terminal System was furnished by

**WEBSTER M'F'G CO.**

1075-1111 West 15th St.

CHICAGO

EASTERN BRANCHES

88-90 Reade St., New York; 1209 Pennsylvania Bldg., Philadelphia; 806 Empire Bldg., Pittsburg



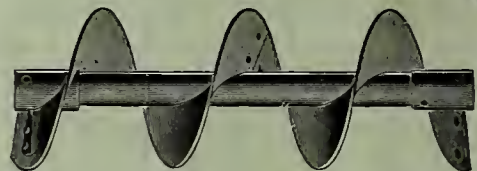
SALEM

**Moore & Lorenz Co.,**

814-822 Fulton Street,  
CHICAGO, ILL.

MANUFACTURERS

M. & L. Conveyors  
Salem Buckets  
Steel Grain Buckets  
Steel Corn Buckets  
Fla Mill Buckets



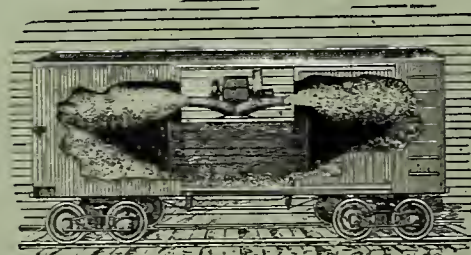
Elevator Bolts  
Elevator Boots  
Turn Heads  
Flexible Spouts  
Steel Spouting

SAFETY CUT-OFF AND ALARM MACHINES.

Send for Catalog and Prices.

Our Goods are the Best on the Market.

## THE BOSS CAR LOADER



is a necessity, not a luxury. It enables you to

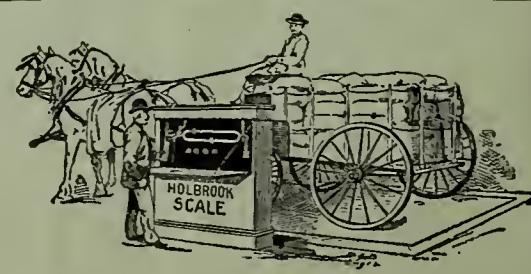
**Load to Capacity**

and handle your grain rapidly and cheaply. Our Loader will pay for itself in the saving it effects. We will send you one on trial. Ask us for particulars and testimonials.

**MAROA MFG. CO.**

Maroa, Ill.

## CALLAHAN GAS and GASOLINE ENGINES



Grain Elevator Machinery and Supplies, Wagon, Hopper, Portable and Dump Scales.

**C. D. HOLBROOK & CO.**

305 S. Third St., Minneapolis, Minn.